

DOMINION OF CANADA

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ANNUAL REPORT  
OF THE  
DEPARTMENT OF RAILWAYS  
AND CANALS

For the Fiscal Year from April 1st, 1917,  
to March 31st, 1918

Submitted in accordance with the provisions of the Revised Statutes of Canada,  
1916, Chapter 35, Section 33

PRINTED BY ORDER OF PARLIAMENT



OTTAWA  
J. DE LABROQUERIE TACHÉ  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1919



SESSONAL PAPER No. 32  
J. GEORGE V.  
DOMINION OF CANADA

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## REPORT

ACTING DEPUTY MINISTER OF RAILWAYS  
AND CANALS

*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc.,  
Governor General and Commander in Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1917, to March 31, 1918.

J. D. REID,  
*Minister of Railways and Canals.*



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## REPORT

OF THE

ACTING DEPUTY MINISTER OF RAILWAYS  
AND CANALS

FOR THE YEAR ENDING MARCH 31, 1918.

To the Honourable J. D. REID,  
Minister of Railways and Canals.

SIR,—The conditions prevailing in the year 1916–17, which necessitated the curtailment of all unnecessary expenditures in the way of departmental printing, have continued during the past year, and, consequently, this annual report is still subject to very considerable reduction in the treatment of the several matters dealt with by the department, though it has been found possible to replace one or two of the more interesting items of information in a separate publication entitled “Canals and Navigation routes.”

The suspension of certain important canal and railway works, such as the Welland Ship Canal and the Hudson Bay Railway, noted in the last annual report, has continued during the past year.

## GENERAL SUMMARY.

## EXPENDITURE.

The expenditure made by or through the department during the fiscal year ended March 31, 1918, amounted to \$74,639,286.44, of which \$70,113,667.61 was for railways, \$3,327,556.55 for canals, and \$1,198,062.28 for general expenditure.

The railway expenditure chargeable to capital account amounted to \$34,699,416.96, of which \$24,392,985.80 was for the Canadian Government Railways rolling stock, \$5,860,132.59 for the Intercolonial Railway, \$1,371,334.97 for the Quebec and Saguenay Railway, \$378,433.29 for the



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Prince Edward Island Railway, \$120,663.61 for the New Brunswick and Prince Edward Island Railway, \$690,453.19 for the National Transcontinental Railway, \$1,879,699 for the Hudson Bay Railway, \$5,369.51 for the International Railway, and \$345 for miscellaneous expenditure.

The expenditure for the Quebec Bridge amounted to \$931,278.01.

The railway expenditure chargeable to working expenses amounted to \$33,400,460.45, as follows: \$21,090,298.09 for the Intercolonial, \$385,508.92 for the International Railway, \$10,660,389.89 for the National Transcontinental Railway, \$1,123,291.12 for the Prince Edward Island Railway, \$140,972.43 for the St. John and Quebec Railway.

The amount paid for miscellaneous railway expenditure chargeable to revenue amounted to \$15,100.

The railway expenditure chargeable to income account amounted to \$347,007.44.

The expenditure on railway subsidies amounted to \$720,404.75.

The expenditure on canals, which amounted to \$3,327,556.55, was as follows: \$1,781,957.07 on capital account, \$111,552.28 on income account, \$1,434,047.20 on revenue account. Of this last sum, \$859,119.25 was chargeable to staff and \$574,927.95 to repairs.

The miscellaneous expenditure, amounting to \$1,198,062.28, was expended as follows: \$350,545.35 for war appropriation, \$846,305.53 for Halifax restoration, and \$1,211.40 for sundries.

#### REVENUE.

The revenue received from both the railways and canals amounted to \$27,695,825.09.

The revenue from the railways amounted to \$27,240,956.87 as follows: \$18,758,186.41 was received from the Intercolonial Railway, including the New Brunswick and Prince Edward Island Railway; \$140,900.44 from the International Railway; \$7,621,204.51 from the National Transcontinental Railway; \$656,227.22 from the Prince Edward Island Railway; and \$64,438.29 from the St. John and Quebec Railway.

The revenue from the canals amounted to \$414,868.22. Of this, the receipts from the Port Colborne Elevator amounted to \$163,164.82, the balance having been received for rents, harbour dues, etc.

#### WORKING EXPENSES AND REVENUE COMPARED.

The railway working expenses amounting to \$33,400,460.45, and the revenue amounting to \$27,240,956.87 only, leaves a deficit of \$6,159,503.58 on the operation of the Canadian Government Railways. This deficit amounts to \$2,332,111.68 for the Intercolonial Railway, \$244,608.48 on the International Railway, \$3,039,185.38 for the National Transcontinental Railway, and \$467,063.90 for the Prince Edward Island Railway.

The deficit of the St. John and Quebec Railway is especially detailed in the annual report of the General Manager of the Government Railways, page 32.



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## COMPARATIVE STATEMENTS.

The passenger, freight, mails, express, and ocean traffic, less hire of equipment, amounted, on government-owned lines, in 1916-17 to \$23,468,998.99, and in 1917-18 to \$27,176,518.58, an increase of \$3,707,519.59.

The total working expenses on the government-owned lines in 1916-17 was \$23,930,398.06, and in 1917-18, \$33,259,488.02, an increase of \$9,329,089.96.

The maintenance of way and structures and equipment in 1916-17 amounted to \$9,153,551.88, and in 1917-18 to \$13,268,810.39, an increase of \$4,115,258.51.

The traffic expenses increased by \$24,031.39 in 1917-18 over 1916-17.

The transportation expenditure on government-owned lines amounted to \$13,598,023.76 in 1916-17, and to \$17,877,073.67 in 1917-18, an increase of \$4,279,049.91.

Miscellaneous expenditure chargeable to working expenses, which in 1916-17 amounted to \$1,457,270.81, amounted to \$1,671,147.54 in 1917-18, an increase of \$213,876.73.

The repairs to locomotives, freight and passenger cars, which amounted in 1916-17 to \$3,852,345.12, amounted during 1917-18 to \$5,069,880.37, an increase of \$1,217,535.25.

The earnings of the St. John and Quebec Railway, for mails, express, freight, and passenger traffic, which amounted to \$70,759.62 in 1916-17 amounted to \$64,438.29 in 1917-18, a deficiency of \$6,321.33.

In 1916-17 the maintenance of way and structures amounted to \$35,050.33, in 1917-18 to \$53,414.05, an increase of \$18,363.72.

The transportation expenditure, which amounted to \$56,534.45 in 1916-17, amounted to \$80,713.93 in 1917-18, an increase of \$24,179.48.

The mileage of the railways in operation amounts to 3,953.89 miles, and 119.87 for the St. John and Quebec Railway, a total mileage of 4,073.76.

The earnings per mile of railway for the government-owned lines in 1916-17 was \$5,853.38, and in 1917-18, \$6,765.95, an increase of \$912.57 per mile.

The expenditure per mile of railway for the government-owned lines was \$5,973.72 in 1916-17, and in 1917-18, \$8,310.96, an increase of \$2,337.24 per mile.

The earnings per train mile of government-owned lines in 1916-17 amounted to \$1.86 and in 1917-18 to \$2.15, an increase of \$0.29 per mile.

The expenditure per train mile of government-owned lines in 1916-17 was \$1.89 $\frac{81}{100}$  and in 1917-18 \$2.63 $\frac{49}{100}$ , an increase of \$0.73 $\frac{68}{100}$ .

The earnings per mile on the St. John and Quebec Railway were \$590.30 in 1916-17, and for 1917-18, \$537.57, a decrease of \$52.73 per mile.

The expenditure for the same for 1916-17 amounted to \$820.06, and in 1917-18 to \$1,176.04, an increase of \$355.98.

The total train mileage of the government-owned lines was 12,412,757 miles in 1916-17, and in 1917-18, 12,471,308 miles, an increase of 58,551 miles.

The total train mileage of the St. John and Quebec Railway in 1916-17 was 72,531 miles, and in 1917-18, 75,491 miles, an increase of 2,960 miles.



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The value of stores purchased, and charges from other departments, was \$19,447,730.08, and the value of stores, used or sold, \$18,060,023.37. There is yet on hand a balance of \$6,205,809.45.

The report of the General Manager of the Canadian Government Railways (Appendix II) contains in tabulated form the complete statements concerning the operation and maintenance of the Canadian Government Railways, and should be referred to for details.

The report of the Accountant of the Department, Appendix I, will show all the revenue received and the expenditure incurred by the department in properly classified statements.

#### GRAND TOTALS.

The grand total of the expenditure to March 31, 1918, amounts to \$975,-236,219.62, of which \$805,112,482.04 was for railways, \$167,468,290.99 for canals, and \$2,655,446.59 for sundries.

The grand total of the revenue received to March 31, 1918, amounts to \$292,716,394.88, of which \$275,636,255.34 is from railways and \$17,080,139.54 from canals.

#### TOLLS.

No tolls have been collected on the canals since the close of the season of navigation in 1903.

### RAILWAYS IN OPERATION.

#### INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney, to Montreal.

On March 1, 1898, the operation of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, was extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city; also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable in like terms of ninety-nine years each, forever; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.



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On October 1, 1904, the Canada Eastern Railway, from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's Bridge, with connected property, 1.33 miles, was surrendered to the Government.

In September, 1911, the branch line, 12.52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney, and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1918, was 1,527.39 miles, including 5.95 miles for the Vale Railway.

The following are the through distances:—

	Miles.
Montreal to Halifax via Lévis .....	838.60
“ St. John, via Lévis .....	741.09
“ Sydney, via Lévis .....	1,001.45
“ North Sydney, via Lévis .....	986.29

Freight is carried direct via St. Henri, which would reduce each of the above distances by 5.45 miles.

## WINDSOR BRANCH.

This road runs from Windsor Junction, on the Intercolonial Railway, to Windsor, N.S. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of \$22,500.

## PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches in width. It extends from Tignish to Georgetown, 158.60 miles, and from Charlottetown to Murray Harbour, 52.30 miles, with branches to Souris, Elmira, and Port Borden, etc. The length of the road operated being 276.23 miles.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement dated March 18, 1915, ratified by the Act of 1915, chapter 16, and under an order in council of May 12, 1915, this railway has been purchased by the Government, as part of the government railway system, for the sum of \$270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 36.05 miles in length, and runs from Sackville to Cape Tormentine, New Brunswick, forming a connection between the Intercolonial railway and the new car ferry between Cape Tormentine and Port Borden, on Prince Edward Island.



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This railway during the present fiscal year has been operated as a part of District No. 3 of the Interecolonial railway.

#### INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chapter 16, and under an order in council of August 27, 1914, a lease of this railway has been entered into by the Government for a term not exceeding five years, at an annual rental of \$90,000, payable half-yearly, with option of purchase at any time within that period for the sum of \$2,700,000. The road was taken over, as part of the government railway system, on August 1, 1914. It is 111.30 miles in length, extending from the Intercolonial railway at Campbellton, N.B., to St. Leonards, N.B.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

#### ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated the 5th of March, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that on construction and equipment of certain sections, the Dominion would lease and operate the same.

The road extends from Centreville to Gagetown, 119.87 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

#### HUDSON BAY RAILWAY.

This railway will run from The Pas, Manitoba, a point on the river Saskatchewan where connection is made with the Canadian Northern Railway system, to Port Nelson, on the western coast of Hudson bay.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles.

The main line and sidings necessary for the operation of light traffic extend for 334 miles from The Pas to Kettle rapids on the Nelson river.



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There remains a distance of 90 miles of line on which track has yet to be laid. The piers and abutments of the Kettle Rapids bridge are completed and the steel erected.

The work of constructing the railway terminus at Port Nelson is being carried on by the Department. The deep water development of this harbour consists of an artificially constructed island, about two-thirds of a mile from shore, on the outer edge of the tidal flats. It is connected with the main land by a bridge of seventeen spans. This island is one-half of a mile in length, and enclosed on three sides by crib-work, which has been partly filled, and partly back-filled, with gravel, rock, etc.

An ice-protection crib has also been built to protect the bridge.

Dredging was continued throughout the season.

Steamship navigation began on the 19th of June; the first ice appeared on the 11th of October, navigation closing on the 23rd.

Further details on these works will be found in Appendix III, the report of the Chief Engineer of the Department.

In the season of navigation of 1915, occulting acetylene gas beacon lights visible at a distance of 8 miles, were established by the Department of Marine and Fisheries at a number of points in Hudson bay and Hudson straits.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas.

The expenditure for the fiscal year ended March 31, 1918, was \$1,879,699, making the total expenditure up to that date, \$20,233,887.37.

## NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement dated July 29, 1903, ratified by the Dominion Act of that year, chapter 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chapter 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chapter 122, undertook certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the "Eastern Division," between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the "Western Division," between Winnipeg and the Pacific ocean. The "Eastern Division" is being constructed by the Government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct at their own cost, and maintain and operate, the "Western Division." The lease of the "Eastern Division" is to be for a period of fifty years, at a rental of 3 per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than \$20 000,000.



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By way of assistance to the company in the construction of the "Western Division," it is provided that the Government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; but not to exceed \$13,000 per mile in respect of the "Prairie Section," from Winnipeg to the eastern limit of the Rocky mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the "Western Division," have been made from time to time on certificates given by the Government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chapter 19, authority was given for aiding in the completion of the construction of the "Prairie Section," by a loan to the company of \$10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the "Prairie Section" of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Department of Finance, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chapter 23, authority was given for a loan to the company not exceeding \$15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, \$15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

By the Act of 1913, chapter 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of \$6,800,000, has been purchased by the Government.

By the Act of 1914, chapter 34, authority was given for the guarantee of the principal and interest of an issue of 4 per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding \$16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final



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and satisfactory settlement of all claims by the company for further aid in respect of the construction of the "Western Division."

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

The several government expenditures on the "Eastern Division," were to be made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), section 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for completion of the "Western Division" shall be the 31st of December, one thousand nine hundred and fifteen." By section 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1912, chapter 39, the construction of the "Eastern Division," and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chapter 43.

*Western Division.*

The Western Division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,748 miles, including the  $3\frac{1}{2}$  miles on the Shore line of the terminal grounds.

It is divided into two sections, namely, the "Prairie Section," extending from Winnipeg, 915 miles to the east bank of Wolf creek—a point 120 miles west of Edmonton, the capital of the province of Alberta, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of  $3\frac{1}{4}$  miles around the water front of the city of Prince Rupert.

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914.

*Eastern Division—Moncton to Winnipeg.*

Tracklaying between Moncton and Winnipeg was completed (with the exception of the Quebec bridge) in November, 1913, the last spike being driven on the 17th of that month.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285.25 miles, between Moncton, N.B.,



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and Escourt, Que., a point 54.85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455.15 miles.

On May 1, 1915, the National Transcontinental Railway from the City of Quebec to Winnipeg, a distance of 1,355.95 miles, was taken over for operation as part of the Canadian Government Railways system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior branch between Lake Superior Junction, on the Transcontinental Railway and Fort William, Lake Superior, 191.75 miles, was taken over for operation by the Canadian Government Railways, having been leased by the government from the Grand Trunk Pacific Railway Company.

Authority for the leasing of this branch by the Government was given by the Act of 1915, chapter 48, which provided that any contract for leasing for more than five years, or for the acquisition of the branch, was to be subject to ratification by Parliament.

Under authority of an Order in Council of June 2, 1915, a contract was entered into, dated June 29, 1915, for leasing the branch for 999 years from May 1, 1915, at a rental of \$600,000 a year, payable half-yearly, the first payment to be made on November 1, 1915. The contract provided for an option to the Government for the purchase of the branch for \$13,333,333.33 at any time after March 31, 1936, on notice of one year; the lease to be ratified before June 1, 1920.

The whole railway between Moncton and Winnipeg is operated by the Canadian Government Railways, the distance being 2,003.03 miles, including the Lake Superior branch, 191.75 miles, and the two branches into Quebec city, namely: the Cadorna branch, 5.88 miles, and the Champlain Market branch, 6.48 miles. The Quebec Bridge, 0.61 mile, under construction, is not included.

Details of the expenditure and of the revenue will be found in the statements of the Comptroller and Treasurer of Government Railways herewith Appendix, Part II, and also in the statements of the Accountant, Appendix I.

### QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction over the river St. Lawrence by the Quebec Bridge and Railway Company (originally commenced under a subsidy of \$1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the Government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of \$6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy; such guarantee to be secured by mortgage on the company's franchises, tolls, and property. On February 1, 1904, a



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mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the Government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property, and franchises on paying the shareholders the amount of their stock at par, not exceeding \$265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of \$1,000,000 there had been paid to the company a total of \$374,353.33 prior to the execution of the above agreement, and subsequent to its execution, payments were made from the proceeds of their bonds on certificates of the Government Engineer covering work done and materials delivered.

After the collapse of the bridge the right of the Government to take over the company's undertaking was exercised under the authority of an Order in Council of August 17, 1908.\* The date of assumption was December 1, 1908. The total of the amounts paid by the Government to the several shareholders for their shares was \$355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company, to the Government was dated October 18, 1909.

Under authority of an Order in Council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternate design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that "would compare most favourably with the highest type of long-span bridges in existence." By an Order in Council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price was 9.02 cents a pound, aggregating about \$8,650,000, a saving of about \$2,600,000 having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion was December 31, 1915.

Under date January 10, 1910, a contract for the substructure was entered into with Messrs M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

\*The history of the Government's connection with the Quebec Bridge prior to its collapse is given in the Departmental annual report of 1907-08, page XLVII.



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The Board of Engineers for construction, as originally constituted, has been modified by retirements and death, and is at present composed as follows: Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and H. P. Borden, M. Can. Soc. C.E.

The report shows that during the year the whole structure was completed, including the suspended span which was erected at a point about 3 miles down the river. On the 11th of September, 1916, this span was floated up the river, and the operation of lifting it into place began and proceeded successfully until it had reached a height of about 20 feet above the water, when some portion of the contractor's erection equipment failed, with the result that the entire span tilted towards the west and disappeared into the river. The St. Lawrence Bridge Company assumed entire responsibility for the loss and took immediate steps to replace the span at their own expense. At the close of the year fabrication had been going ahead rapidly.

An investigation was at once held by the board and officers of the company, and the board made a report on the accident, which will be found in Appendix V, page 74, annual report 1916-17.

The expenditure during the fiscal year amounted to \$931,278.01 paid out of capital. The total expenditure by the department on the reconstruction of the bridge amounts to \$14,175,861.85. Other expenditure during previous years, such as \$534,655.14, paid under the head of "Income"; \$374,353.33 paid for subsidies during 1901, 1902, and 1903; and the sum of \$6,975,266.20, paid by the Finance Department, less the sum of \$100,000, received from the Phoenix Bridge Company, bring the total expenditure to the sum of \$21,960,136.52. The accountant, in his report, page 19, Appendix I, shows fuller details of the above expenditure.

At the end of the fiscal year, the bridge is nearing completion. The St. Lawrence Bridge Company have successfully put the main span into place, a triumph of engineering, the length of this being 1,800 feet, or over one-third of a mile.

The total length of the bridge is 3,240 feet, or over three-fifths of a mile.

The first train crossed the bridge December 3, 1917, and since this date, traffic on the bridge has been continuous.

See Appendix IV, Report of the Chairman of the Board of Engineers, for further details of the work still to be done for completion.

## WELLAND SHIP CANAL.

This important work has for its object greater and better accommodation for a larger class of vessels than those that can be used on the present Welland canal.

The present canal lies between Port Colborne, lake Erie, and Port Dalhousie, lake Ontario. Its length is 26½ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.



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The proposed Welland Ship Canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half-way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea-level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes, 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in lake Ontario will be placed about 1½ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into nine sections, of which section No. 1, approximately 3 miles, at the lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately 4½ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913.

During the fiscal year 1917-18, the sum of \$1,235,046.59 was expended, making the total expenditure, to March 31st, 1918, \$14,928,969.58.

In view of existing war conditions, contract work on the canal has been suspended under notices served in January, 1917, and only maintenance work has been necessary.

## HALIFAX DISASTER AND RESTORATION.

In the disaster at Halifax, on December 6, 1917, fifty-six employees and ten pensioners of the Canadian Government Railways were killed. Two employees afterwards died from injuries received in the explosion; thirty of the employees were killed while on duty.

Of the one thousand and seventy-eight employees of the railway living in Halifax and Dartmouth at the time of the explosion, investigation showed that only one hundred and fifty-seven were comparatively unaffected by the disaster. One hundred and seven who owned their own homes, and one hundred and sixty-five who were tenants, had their property totally destroyed; four hundred



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and thirty-two had properties more or less damaged, requiring, at least, considerable repairs.

Removing the wreckage, clearing tracks and replacing electrical lines throughout the Richmond yard and North Street station, it was estimated, would cost \$100,000.

One hundred and three Canadian Government Railways' passenger cars, and nine of other lines, were damaged to the extent of \$60,000; thirty-seven Government Railways' freight cars, and fifty-six of other lines, were destroyed; the estimated damage was \$50,000. One hundred and twenty Canadian Government Railways' freight cars, and two hundred and twenty-two of other lines were damaged for approximately \$54,000; four Canadian Government Railways' locomotives suffered damages estimated at \$6,000; the Canadian Government steamer *McKee* was also damaged for about \$70,000; the damages at the Willow Park Shops were estimated at \$130,000; piers Nos. 2, 3, and 4, and the adjacent freight sheds and other buildings were much damaged; the elevator was also damaged; the piers at Richmond were all wrecked, and some totally destroyed. Pier No. 9 was repaired as soon as possible.

In order to obtain relief quickly from the effects of the damage to the various shipping facilities, the construction of the two large sheds on pier "A," at the Ocean Terminals Site, was rushed to completion.

The estimated damages are as follows: to H.M.C. dockyards, \$205,000; to the Canadian Government Railways' property, \$1,250,000.

The actual expenditure on the restoration to March 31, 1918, amounts to \$846,305.53

A special report on the restoration is made in the General Manager's report, Appendix II.

Of the works undertaken by the Canadian Government Railways, on account of restoration, 95 per cent has been about completed.

It has been estimated that the material damage to property in the city of Halifax, the town of Dartmouth, and the surrounding municipal districts, is over \$16,000,000. The chairman of the commission has reported that the total loss of life through the disaster was probably one thousand eight hundred, and would probably reach two thousand, or even more, making this disaster one of the greatest in the national history of Canada.

### SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant of the department, which will be found in the appendix hereto, Part I. The accountant's statements show all payments made since the beginning of the system of railway subsidies in the year 1883-84.

The total payments made on subsidy account during the year ended March 31, 1918, amounted to \$720,404.75.



CANADIAN NORTHERN RAILWAY ACQUISITION AND  
TRANSFER OF THE CAPITAL STOCK. .

In 1913, as authorized by clauses No. 8 and 9 of Act 3-4 George V, cap. 10, the Canadian Northern Railway Company was authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, fully paid up and non-assessable seventy thousand shares of the common stock of the Canadian Northern Railway Company, upon the consideration of the Governor in Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company certain subsidies on a mileage of railway to be built not exceeding 1,170 miles. This stock was duly transferred.

In 1914, as authorized by clause 5 of Act 4-5 George V, cap. 20, three hundred and thirty thousand fully paid up shares of the par value of one hundred dollars of the Canadian Northern (as defined by the Act) were transferred to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, in consideration of the guaranteeing of the payment of the principal and interest of the bonds, debentures, etc., of the Canadian Northern to an amount not exceeding \$45,000,000.

By clause No. 12 of the same Act, the capital stock of the Canadian Northern was fixed at the sum of one hundred million dollars, subject to increase by Parliament of Canada only. For the purposes of exchanging convertible debenture stock for common stock, the right of which is secured by trust deed to certain trust companies, a further issue of common stock not to exceed twenty-five million dollars might be also issued on such terms as contained in the Act of 1914, 4-5 George V, cap. 20.

At the last session of Parliament, an Act (cap. 24, 7-8 George V), assented to on the twentieth day of September, 1917, was passed, authorizing the acquisition by His Majesty of the capital stock of the Canadian Northern Railway Company. Under the terms of this Act, and as authorized by an order in council dated the fifteenth day of November, 1917, an agreement dated the first day of October, 1917, was entered into by His Majesty, represented by the Minister of Finance and the Minister of Railways and Canals, Mackenzie, Mann and Company, Limited, called "the owners," and the Canadian Bank of Commerce, called "the pledgees," for the purchase and sale of all their holdings in six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value \$60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares, the price to be determined by arbitration.

Under authority of an order in council dated the seventeenth day of October, 1917, Sir William Ralph Meredith, Chief Justice of Ontario, was appointed to represent the Government of Canada on the Board of Arbitration.



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At the first meeting of the board at Toronto, January 18, 1918, Mackenzie, Mann and Company, Limited, represented by Sir William Mackenzie, President, and the Canadian Bank of Commerce by Sir B. E. Walker, President, appointed Hon. William Nesbitt, K.C., as one of the arbitrators. Sir William Meredith then announced that Hon. Robert E. Harris, Justice of the Supreme Court of Nova Scotia, has been appointed as third arbitrator.

Up to March 31, 1918, the board had held twenty-five sittings, and at the close of the fiscal year their labours were yet to be completed.

The agreement between His Majesty and Mackenzie, Mann and Company, Limited, and the Bank of Commerce, is printed in full in Appendix VI.

After application had been made by the Canadian Northern Railway for the assistance authorized by section three of the said Act, an order in council, dated the fifteenth day of November, 1917, was passed authorizing the Minister of Finance to give the assistance provided for in the Act (cap. 24, 7-8 George V) on and after the transfer of at least five-sixths of the 600,000 shares, and to make advances out of the Consolidated Revenue Fund up to and not exceeding twenty-five million dollars, such payment to be made only as certified by the Financial Comptroller of the Department of Railways and Canals, and approved by the Minister of Finance; such advance to be for the purpose of paying and settling any indebtedness of the company.

Under the authority of the order in council, and 510,000 shares having been duly transferred to the Minister of Finance in trust for His Majesty, certificates were issued by the Financial Comptroller of the Department of Railways and Canals to the amount of \$25,000,000, and paid by the Minister of Finance.

The arbitration not having been completed on March 1, 1918, as per agreement (Appendix VI), subsequent agreements were made extending the period of completion to April 1 and May 1, 1918, as authorized by orders in council of 28th February and 28th March, 1918.

At the close of the fiscal year the Minister of Finance and Receiver General of Canada holds, in trust for His Majesty, 910,000 fully-paid-up and non-assessable shares of the common stock of the Canadian Northern Railway Company, amounting to \$91,000,000 par being \$100 a share.

#### BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chapter 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chapter 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by



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the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make annually a report of its proceedings, which report is laid before Parliament.

The report for the year ending March 31, 1918, of which a summary is given below, has been received.

During the fiscal year the board held fifty-nine public sittings, at which 391 applications were heard. These consisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,611; 20 per cent of which were set down for formal hearing, and 80 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 333 fatal accidents, not including 31 persons killed in automobile accidents at railway crossings. On the railways, 22 passengers, 137 employees and 174 other persons were killed. Of these 174 last mentioned, 93 were trespassers: of the 31 persons killed in automobile accidents, 26 were killed at unprotected crossings; 397 orders providing protection at 444 crossings were given.

The Fire Inspection Department reports that the inspection has been carried on in co-operation with various Dominion and Provincial fire protective organizations. Seventy-eight employees of such organizations were under appointment as local officers of the board.



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The total damages by fire amounted to \$105,668. Of these fires 76·84 per cent were attributed to the railways; 7·84 per cent to other known causes, and 15·32 per cent to unknown causes. Many of the fires attributable to railways caused so little damage that only \$25,819 of the total damages of \$105,668 is attributed to the railways.

Very complete details on the above matters will be found in the annual report of the board, which will be laid before Parliament in due course.

### CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1918, was \$3,327,556·55, comprising \$1,781,957 charged to capital, \$111,552·28 charged to income, \$859,119·25 for staff, and \$574,927·95 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1917, was \$149,061·44. The rentals accrued during the year amounted to \$270,048·82, making a total of \$419,111·26. Of this amount, there was collected during the year a total, after deducting abatements aggregating \$1,054·64, of \$237,867·64. The balance remaining due on March 31, 1918, was \$177,190·98. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to \$414,868·22, the balance being made up of wharfage dues, fines, etc., and a total of \$163,164·82 derived from the operation of the Port Colborne grain elevator on the Welland canal.

No tolls have been charged on any of the Dominion canals since 1903-4.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1917-18, but very voluminous statistics relating to canal traffic, and various commercial statistics, for the season of navigation of the year 1917, will be found in the "Canal Statistics," which are issued as a separate report.

### CANAL TRAFFIC.

The following are the principal features of the canal traffic during the season of 1917:—

On the Welland canal, 2,490,542 tons of freight were moved, a decrease of 54,426 tons. Of the total, 562,669 tons were agricultural products, and 243,965 tons were produce of the forest; of coal, 1,300,667 tons were carried; 2,202,823 tons were through freight, of which 1,959,050 tons passed eastward.

Of the through freight, Canadian vessels carried 1,926,669 tons, an increase of 243,843 tons, and United States vessels 276,154 tons, a decrease of 112,145 tons.

The total through freight passed eastward and westward through this canal to United States ports was 35,900 tons, a decrease of 167,507 tons compared with the year 1916.



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The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 534,822 tons, a decrease of 74,297 tons as compared with the previous year. No transshipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,391,144 tons were moved, an increase of 23,080 tons; 2,614,356 tons were eastbound through freight and 411,329 westbound freight; 564,185 tons were agricultural products, 1,951,021 tons coal, and 469,433 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 214,835 tons, a decrease of 22,816 tons; 98,439 tons were products of the forest.

On the Chambly canal, 434,818 tons were moved, an increase of 35,841 tons; 259,713 tons were products of the forest, and 129,222 tons of coal.

On the Rideau canal 84,549 tons were carried, a decrease of 20,881 tons, 11,826 tons being products of the forest and 3,138 tons of coal.

On the St. Peter's canal 62,254 tons were carried, an increase of 52,625 tons; 42,033 tons were coal. The canal was closed to public traffic during the season of 1915 for the reconstruction of the lock, and was opened on September 1, 1916.

On the Murray canal 57,603 tons passed, an increase of 10,923 tons.

On the Trent canal, 48,924 tons were moved, an increase of 3,915 tons; 44,810 tons were the produce of the forest.

On the St. Andrews lock, on the Red River, Manitoba, the volume of business was 7,174 tons.<sup>1</sup>

On the Sault Ste. Marie canal the total movement of freight was 15,447,092 tons, being a decrease of 1,366,557 tons. There were 4,337 passages of vessels, the number of lockages being 4,142. Of wheat, 65,174,092 bushels, and of other grain 18,557,946 bushels were carried; also 3,330,047 barrels of flour; 11,127,034 tons of iron ore; 1,247,887 tons of coal; and 3,951,600 feet, board measure, of lumber.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1917 amounted to 22,238,935 tons, a decrease of 1,344,556 tons compared with the previous year; 244,819 passengers were carried, a decrease of 18,829.

### CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1917 are compiled by the Comptroller of Statistics, and are issued as a separate report.

### RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1917, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

<sup>1</sup> This work, which consists of a lock and dam on the Red River, about fifteen miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and lake Winnipeg, and is mentioned here for statistical purposes only.



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## AMENDMENTS TO THE RAILWAY ACT.

By virtue of chapter 37, 7-8 George V. the Railway Act has been amended by an Act assented to September 20, 1917, and entitled as follows:

"An Act concerning the payment of salaries or wages of employeēs of Railway companies and to otherwise amend the Railway Act."

The amendments are given in full detail in the report of the Board of Railway Commissioners.

## SUNDRY WORKS.

The report of the Chief engineer of the department, which will be found in Part III of the appendices, gives comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland Ship canal, and the terminals of the Intercolonial railway at or near Halifax.

A separate report, by the Chief Engineer of the Department, on Canals and Navigation routes, is published for the first time this year.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL.

*Acting Deputy Minister.*



APPENDIX I

STATEMENTS OF THE ACCOUNTANT



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## SUMMARY

GENERAL SUMMARY of the Expenditure and the Revenue for the fiscal year ending March 31, 1918, and previous years.

I.—EXPENDITURE.			
	\$	cts.	\$ cts.
Total expenditure for the year as per statements following pages 4 to 28..			74,639,286 44
This expenditure is divided as follows:—			
Total expenditure on Railways for the year, including Quebec Bridge and Railway Subsidies, page 6 .....	70,113,667	61	
Total expenditure on Canals for the year, page 7 .....	3,327,556	55	
General expenditure common to both Railways and Canals, for the year, page 7.....	1,198,062	28	
			74,639,286 44
The grand total of the expenditure to March 31, 1918, on Railways and Canals, as shown on page 19 of this report, amounts to .....			975,236,219 62
This expenditure is divided as follows:—			
Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies .....	805,112,482	04	
Grand total expenditure on Canals .....	167,468,290	99	
Grand total general expenditure, common to both Railways and Canals .....	2,655,446	59	
			975,236,219 62
II.—REVENUE RECEIVED.			
The revenue from both Railways and Canals for the fiscal year amounts to .....			27,655,825 09
Revenue from the Railways .....	27,240,956	87	
Revenue from the Canals .....	414,868	22	
			27,655,825 09
The grand total of the revenue to March 31, 1918, on Railways and Canals both amounts to (see page 19).....			292,716,394 88
Grand total of the revenue from the Railways .....	275,636,255	34	
Grand total of the revenue from the Canals amounts to .....	17,080,139	54	
			292,716,394 88
III.			
The principal expenditures during the fiscal year were as follows:—			
Working expenses, Canadian Government Railways.....			33,400,460 45
Rolling Stock, Canadian Government Railways .....			24,392,985 80
Steamers "Drummond" and "McKee".....			1,020,000 00
Construction and Betterments, Canadian Government Railways....			5,876,065 12
Hudson Bay Railway.....			1,879,699 00
Quebec and Saguenay Railway .....			1,371,334 97
Quebec Bridge.....			931,278 01
Prince Edward Island Railway, Car Ferry Terminals....			304,355 04
National Transcontinental Railway, Right of Way Claims.....			209,575 57
Railway Subsidies.....			720,404 75
Canal Expenditure.....			3,327,556 55
War Appropriation, including Halifax Restoration .....			1,196,850 88
General—Sundries, less various credits.....			8,720 30
Total.....			74,639,286 44

The sundry classifications of this expenditure and the revenue are shown on pages 4, 5, 6, and 7 for the fiscal year and page 19 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the General Manager of the Canadian Government Railways, Appendix II.



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## EXPENDITURE

## GENERAL STATEMENT of Expenditure during the Year ending March 31, 1918.

	\$	cts	\$	cts
EXPENDITURE BY ACCOUNTS—GENERAL			74,639,286 44	
Expenditure chargeable to Railways.	68,099,532 44			
"    "    Railways, General	362,452 44			
"    "    Quebec Bridge.....	931,278 01			
"    "    Railway Subsidies	720,404 75			
Total expenditure, Railways.....			70,111,667 61	
Expenditure chargeable to Canals.....	4,156,491 21			
"    "    Canals, General.....	171,155 24			
Total expenditure, Canals.....			4,27,579 55	
General expenditure			1,198,062 28	
Total expenditure.....			74,639,286 44	
EXPENDITURE BY ACCOUNTS—GENERAL				
Capital Account	37,412,652 04			
Revenue Account.....	4,849,607 67			
Income Account	1,656,622 00			
Consolidated Fund (railway subsidies) Income.	720,404 75			
Total expenditure.....			74,639,286 44	
EXPENDITURE BY ACCOUNTS				
Capital expenditure—Railways.	4,699,071 96			
"    "    General.....	315 00			
Revenue expenditure—Railways.	33,400,460 45		4,699,416 96	
"    "    Railways, General.....	17,100 00		4,415,560 45	
Income expenditure—Railways, General	347,007 44		347,007 44	
Capital expenditure—Quebec Bridge.....	931,278 01		931,278 01	
Consolidated Fund—Railway Subsidies...	720,404 75		720,404 75	
Revenue expenditure—Revenue \$70,111,667 61				
Capital expenditure—Canals	1,781,957 07		1,781,957 07	
Income " Canals.....	30,755 66			
"    "    Canals, General.....	21,296 62		111,552 28	
Revenue " Canals Staff.	743,857 09			
"    "    Canals Staff, General.	115,262 16		859,119 25	
"    "    Canals Repairs	540,531 49			
"    "    Canals Repairs, General	84,596 46		644,957 95	
Total expenditure—Canals \$4,275,799 55				
General expenditure	1,198,062 28		1,198,062 28	
Total expenditure.....			74,639,286 44	



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## REVENUE.

GENERAL STATEMENT of the Revenue received during the Year ending  
March 31, 1918.

	\$	cts.	\$	cts.
TOTAL REVENUE RECEIVED DURING FISCAL YEAR			27,655,825	00
Revenue from Railways.....	27,240,956	87		
"    "    Canals.....	414,868	22		
Total revenue as above			27,655,825	00
STATEMENT OF REVENUE RECEIVED, IN DETAIL				
Railways				
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway.....	18,758,186	41		
International Railway of New Brunswick	140,900	44		
National Transcontinental Railway.....	7,621,204	51		
Prince Edward Island Railway.....	656,227	22		
Total	27,176,518	58		
St. John & Quebec Ry.	64,438	29		
Total revenue from Railways ..			27,240,956	87
Canals				
Welland Canal.....	59,504	39		
"    Elevator, Port Colborne.....	164,164	82		
Welland Ship Canal	2,832	56		
Lachine Canal	140,392	81		
Beauharnois Canal.....	14,818	15		
Cornwall Canal.....	14,220	16		
Williamsburg Canal.....	1,650	10		
Soulanges Canal.....	3,632	77		
Chambly Canal	785	00		
Carillon and Grenville Canal.....	515	00		
Rideau	8,956	65		
Trent Canal.....	3,829	04		
St. Peters Canal	7	06		
Sault Ste. Marie Canal.....	85	00		
Murray Canal.....	248	00		
Ste. Anne's Lock and Canal.....	215	83		
Chats Falls Canal.....	1	00	414,868	22
Total revenue received during fiscal year.			27,655,825	00



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## EXPENDITURE on Railways for Year ended March 31, 1918.

Name of Railways.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.  Working Expenses.	Total.
	\$ . cts	\$ . cts	\$ . cts.	\$ . cts.
Canadian Government Railways rolling stock	24,392,985 80			24,392,985 80
Hudson Bay Railway.....	1,879,699 00			1,879,699 00
Intercolonial Railway	5,860,132 59		*21,090,298 09	26,950,430 68
New Brunswick and Prince Edward Island Railway ..	120,663 61			120,663 61
International Railway of New Brunswick..	5,369 51		295,508 92	300,878 43
“ “ “ (Statutory)			90,000 00	90,000 00
National Transcontinental Railway..	690,453 19		10,660,389 89	11,350,843 08
Prince Edward Island Railway..	378,433 29		1,123,291 12	1,501,724 41
Quebec & Saguenay Railway	1,371,334 97			1,371,334 97
St. John & Quebec Railway.....			140,972 43	140,972 43
Total	34,699,071 96		33,400,460 45	68,099,532 41
Quebec Bridge	931,278 01			931,278 01
Railway Subsidies...		720,404 75		720,404 75
	35,630,349 97	720,404 75	33,400,460 45	69,751,215 17
<i>General Railway</i>				
Enquiry and report on the Railway situation of Canada		55,047 04		55,047 04
Railway Commission, Maintenance		172,578 22		172,578 22
Railway Commission, Statutory.....		53,435 53		53,435 53
Surveys and Inspections.....		36,653 99		36,653 99
Railway Grade Crossing Fund.....		13,740 85		13,740 85
Government General's Com. attendance etc.		3,037 84		3,037 84
To provide for the building of two wooden ships.....	245 00			245 00
Contribution to the International Association of Railways Congress.....		97 33		97 33
Expenses with Consolidation of The Railway Act		2,000 00		2,000 00
Contribution of the Government to the Faculty of McGill University.....		2,500 00		2,500 00
Contribution of the Government to the Faculty of the Polytechnic School, Mon- treal		2,500 00		2,500 00
Compassionate allowances to families of de- ceased employees			13,500 00	13,500 00
Compassionate allowances to families of de- ceased employees, Hudson Bay Railway			1,600 00	1,600 00
Continuous Audit on behalf of the Government of Canada		5,416 64		5,416 64
Total	345 00	347,007 44	15,100 00	362,452 44
Grand total, Railways.	35,630,694 97	1,067,412 19	33,415,560 45	70,113,667 61
<i>Maintenance</i>				
For Amalgamation of the Hudson Bay Rail- way.....		1,196,850 88		1,196,850 88
Capital Expenditure		1,211 40		1,211 40
Total.....		1,198,062 28		1,198,062 28

\* Including the maintenance of the New Brunswick &amp; Prince Edward Island Railway.



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## EXPENDITURE on Canals for Year ended March 31, 1918.

Name of Canals.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expen- diture during year.
			Staff.	Repairs.	
	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts.
Carillon and Grenville			27,883 96	15,772 85	43,656 81
Chambly.....		1,699 39	40,270 99	35,488 37	77,458 75
Cornwall.....			88,502 06	40,609 29	129,111 35
Lachine .....			102,650 70	129,600 37	232,251 07
Murray...			7,164 29	3,023 07	10,187 36
Rideau.....	470 00		63,915 39	67,803 81	132,189 20
Sault Ste. Marie	5,500 00		28,638 99	22,985 55	57,124 54
Soulanges.....		998 46	39,483 59	39,316 36	79,798 41
Ste. Anne's Lock.....		1,384 37	4,240 78	4,007 86	9,633 01
St. Ours Lock.....			4,508 19	3,357 04	7,865 23
St. Peter's....		44,999 60	5,837 99		50,837 59
Trent.....	602,777 41	14,083 49	57,729 56	44,601 96	719,192 42
Welland.....		27,090 35	234,549 59	109,751 70	371,391 64
Welland Ship..	1,235,046 59				1,235,046 59
Williamsburg.			38,481 01	24,013 26	62,494 27
Williamsburg Galops Canal (Ex- chequer Court Award)....	2,226 16				2,226 16
Total.....	1,846,020 16	90,255 66	743,857 09	540,331 49	3,220,464 40
LESS—Amount received for Sault Ste. Marie Canal lands sold to the Lake Superior Corporation.....	64,063 09				64,063 09
<i>General on Canals.</i>	1,781,957 07	90,255 66	743,857 09	540,331 49	3,156,401 31
Dredge vessels, Lachine. ....				8,748 55	8,748 55
Dredge vessels, Rideau.				22,848 41	22,848 41
Miscellaneous.....			3,315 19		3,315 19
Statistical Officers.....			38,171 65		38,171 65
Sunday Labour.			51,854 50		51,854 50
Surveys, Inspections.		16,615 87			16,615 87
<i>Quebec Canals.</i>					
Maintenance.....			19,920 82		19,920 82
Hungry Bay Dyke .....				2,999 50	2,999 50
<i>Miscellaneous.</i>					
Miscellaneous works not provided for Civil Service Amendment Act gra- tuities to dependents of deceased employees.....		1,279 00			1,279 00
Compassionate allowance to the widow of the late John Bates		3,401 75			3,401 75
			2,000 00		2,000 00
Total.....		21,296 62	115,262 16	34,596 46	171,155 24
Grand total.....	1,781,957 07	111,552 28	859,119 25	574,927 95	3,327,556 55

## RECAPITULATION.

	Capital.	Income.	Revenue.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure on railways, including Quebec Bridge and Railway Subsidies.....	35,630,694 97	1,067,412 19	33,415,560 45	70,113,667 61
Expenditure on canals.....	1,781,957 07	111,552 28	1,434,047 20	3,327,556 55
Miscellaneous expenditure. ....		1,198,062 28		1,198,062 28
Grand total.....	37,412,652 04	2,377,026 75	34,849,607 65	74,639,286 44



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EXPENDITURE on Canals to March 31, 1918.  
CAPITAL ACCOUNT.

Canals	Previous Years:		1917-18.		Total	
	\$	cts	\$	cts.	\$	cts
Peace River						
Peace River	1,636,690	26			1,636,690	26
Carillon and Grenville	4,182,092	96			4,182,092	96
Carillon	780,996	52			780,996	52
Carillon	7,246,304	21			7,246,304	21
Culbute Lock and Dam	382,391	46			382,391	46
Lake St. Francis	14,132,684	80			14,132,684	80
Lake St. Francis	75,906	71			75,906	71
Lake St. Francis	298,176	11			298,176	11
Murray	1,248,946	71			1,248,946	71
Rideau	4,201,804	31	470 00		4,202,274	31
St. Anne Lock	4,994,372	51	\$ 58,563 09		4,955,809	42
St. Anne Lock	7,904,044	53			7,904,044	53
St. Anne Lock	1,170,215	63			1,170,215	63
St. Lawrence River and Canals—						
St. Lawrence River	1,995,142	87			1,995,142	87
St. Lawrence River	483,830	29			483,830	29
Galops Channel	1,029,895	65			1,029,895	65
St. Ours Lock	127,228	56			127,228	56
St. Peter's	648,547	14			648,547	14
Tay	489,799	23			489,799	23
Trent	16,239,383	74	602,777 41		16,842,161	15
Welland	29,399,405	93			29,399,405	93
Welland Ship	13,693,922	99	1,235,046 59		14,928,969	58
Williamsburg	1,334,551	80			1,334,551	80
Williamsburg	877,090	57			877,090	57
Williamsburg	6,141,241	95	2,226 16		6,143,468	11
Rapide Hat	2,159,880	80			2,159,880	80
Canals General	122,884,348	15	1,781,957 07		124,666,305	22
	1,996 09				1,996 09	
Grand Total	122,919,344	84	1,781,957 07		124,701,301	91

INCOME ACCOUNT.

Peace River	44,387 53		44,387 53
Peace River	265 81		265 81
Carillon and Grenville	351,431 74		351,431 74
Carillon	759,574 15	1,000 00	760,574 15
Carillon	703,052 62		703,052 62
Culbute Lock and Dam	60,923 37		60,923 37
Lake St. Francis	1,595,902 70		1,595,902 70
Lake St. Francis	25,043 68		25,043 68
Murray	101,423 11		101,423 11
Rideau	676,832 22		676,832 22
St. Anne Lock	280,098 04		280,098 04
St. Anne Lock	159,067 42	968 46	160,035 88
St. Lawrence River and Canals	84,044 81	1,781 07	85,825 88
St. Lawrence River	128,298 14		128,298 14
St. Ours Lock	124,008 88		124,008 88
Tay	489,799 23	44,960 00	534,759 23
Trent	748 65		748 65
Trent	940,786 31	11,68 19	952,474 50
Welland	1,387,489 81	12,000 00	1,399,489 81
Welland Ship	299,600 15		299,600 15
Williamsburg	877,090 57		877,090 57
Williamsburg	676,681 72	21,296 62	697,978 34
Grand Total	9,488,989 42	141,568 28	9,630,557 70

\*Amount received for the sale of lands to the Lake Superior Corporation. . . \$ 61,063 09  
Less—Amount of Expenditure chargeable to Capital during the fiscal year . . . 5,500 00

Excess of income over expenditure . . .

\$ 65,563 09



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## MISCELLANEOUS EXPENDITURE for Year ended March 31, 1918.

## REVENUE ACCOUNT—REPAIRS.

Canals.	Previous Years	1917-18.	Total.
	\$ cts	\$ cts.	\$ cts.
Baie Verte.....			
Beauharnois.....	525,691 23		525,691 23
Carillon and Grenville.....	577,328 91	15,772 85	593,101 76
Chambly.....	943,237 30	35,488 37	978,725 67
Cornwall.....	994,554 14	49,609 29	1,035,163 43
Culbute Lock and Dam..	7,036 15		7,036 15
Lachine.....	2,107,488 76	129,600 37	2,237,089 13
Murray.....	101,238 17	3,023 07	104,261 24
Rideau.....	1,767,665 34	67,803 81	1,835,469 15
Sault Ste. Marie.....	374,159 17	22,985 55	397,144 72
Soulanges.....	461,949 50	59,316 36	501,265 86
Ste. Anne's Lock.....	142,741 63	4,007 86	146,749 49
St. Lawrence River and Canals.....			
St. Ours Lock.....	101,022 76	3,357 04	104,379 80
St. Peter's.....	36,423 55		36,423 55
Trent.....	721,685 47	44,601 96	766,287 43
Welland.....	3,724,584 86	109,751 70	3,834,336 56
Welland Ship.....			
Williamsburg.....	616,842 78	24,013 26	640,856 04
Total.....	13,203,649 72	540,331 49	13,743,981 21
Canals, General.....	514,257 61	34,596 46	548,854 07
Grand total.....	13,717,907 33	574,927 95	14,292,835 28

## REVENUE ACCOUNT—STAFF.

Beauharnois.....	649,574 89		649,574 89
Carillon and Grenville.....	814,714 16	27,883 96	842,598 12
Chambly.....	982,145 77	40,270 99	1,022,416 76
Cornwall.....	1,641,333 34	88,502 06	1,729,835 40
Culbute Lock and Dam..	11,507 48		11,507 48
Lachine.....	2,763,340 64	102,650 70	2,865,991 34
Murray.....	139,640 44	7,164 29	146,804 73
Rideau.....	1,727,749 69	63,915 39	1,791,665 08
Sault Ste. Marie.....	425,872 60	28,638 99	454,511 59
Soulanges.....	539,921 10	39,483 59	579,404 69
Ste. Anne's Lock.....	116,005 63	4,240 78	120,246 41
St. Ours Lock.....	118,500 76	4,503 19	123,003 95
St. Peter's.....	116,462 93	5,837 99	122,300 92
Trent.....	575,720 49	57,729 56	633,450 05
Welland.....	4,836,865 31	234,549 59	5,071,414 90
Williamsburg.....	654,578 87	38,431 01	693,009 88
Total.....	16,113,934 10	743,857 09	16,857,791 19
Canals, General.....	1,980,588 75	115,262 16	2,095,850 91
Grand total.....	18,094,522 85	859,119 25	18,953,642 10



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## TOTAL Expenditure by Canal to March 31, 1918.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Belle Verre		44,387 53			44,387 53
Bonharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,182,092 96	351,431 74	842,598 12	593,101 76	5,969,224 58
Chambly	780,996 52	761,273 54	1,022,416 76	978,725 67	3,543,412 49
Cornwall	7,246,304 21	593,672 02	1,729,835 40	1,035,163 43	10,604,955 66
Culbute Lock and Dam	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	14,132,684 80	1,595,902 70	2,865,991 34	2,237,089 13	20,831,667 97
Lake St. Francis	75,906 71	25,043 68			100,950 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	101,423 11	146,804 73	104,261 24	1,601,435 79
Richmond	4,202,274 31	676,832 22	1,791,665 08	1,835,469 15	8,506,240 76
Sault Ste. Marie	4,935,809 42	280,098 04	454,511 59	397,144 72	6,067,563 77
Seaboard	7,904,044 53	160,065 88	579,404 69	501,265 86	9,144,780 96
St. Anne's Lock	1,170,215 63	85,429 18	120,246 41	146,749 49	1,522,640 71
St. Lawrence River and Canals- North Channel	1,995,142 87				
River Road	483,800 29	128,298 11			3,647,166 83
Galops Channel	1,039,895 65				
St. Ours Lock	127,228 56	174,028 88	123,008 95	104,379 80	528,646 19
St. Peter's	648,547 14	706,553 13	122,300 92	36,423 55	1,513,824 74
Tay	489,599 23	748 65			490,347 88
Trent	16,842,161 15	954,869 80	633,450 05	766,287 43	19,196,768 43
Welland	20,599,405 94	1,587,486 81	5,071,414 90	3,844,336 56	39,892,644 20
Welland Ship	14,928,969 58				14,928,969 58
Welland Lock	1,334,551 80				
Parsons's Point	877,090 57	299,600 15	693,679 88	640,856 04	12,148,507 35
Canals	6,143,468 11				
River Road	2,159,880 80				
Total	124,666,305 22	8,852,859 98	16,857,791 19	13,743,981 21	164,121,937 60
Canals, General	54,966 09	666,681 72	2,095,850 91	548,854 07	3,346,353 39
Grand Total	124,701,271 91	9,520,541 70	18,953,642 10	14,292,835 28	167,468,290 99



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## RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1918.

	Year end- ing.	Capital	Income.	Revenue.		Revenue received.
				Staff.	Repairs.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure.....		20,593,866 13	98,378 46			
Government expenditure 1868 to 1879 included.		17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,098 36
Govt. expenditure since .....	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
" " .....	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" " .....	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" " .....	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" " .....	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" " .....	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" " .....	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" " .....	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" " .....	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" " .....	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" " .....	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	351,816 92
" " .....	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" " .....	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" " .....	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" " .....	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" " .....	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" " .....	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" " .....	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" " .....	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" " .....	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" " .....	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" " .....	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" " .....	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" " .....	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" " .....	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 51
" " .....	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" " .....	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" " .....	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" " .....	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" " .....	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" " .....	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" " .....	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
" " .....	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" " .....	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 66
" " .....	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 06
" " .....	1915	5,490,796 03	405,806 32	675,170 67	562,599 27	427,763 14
" " .....	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 21
" " .....	1917	4,304,589 09	372,102 96	700,022 11	486,167 67	461,423 14
" " .....	1918	1,781,957 07	90,255 66	743,857 09	540,331 49	414,868 22
*Total.....		*124,666,305 22	8,853,859 98	16,857,791 19	13,743,981 21	17,080,139 54

\*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specific canals.

†Canal tolls abolished this year.



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## CANALS REVENUE received during year ending March 31, 1918.

Collection Division.	Wharfrage, Storage, Harbour Dues, etc.	Hydraulic and other Rents.	Total.
	\$ cts	\$ cts	\$ cts.
Port Colborne.....	55 30	414 00	414 00
Port Colborne Elevator.....	163 164 82	11,099 40	11,154 70
Port Dalhousie.....	539 09	47,396 60	163,164 82
Totals.....	163,759 21	47,396 60	47,935 69
Welland Ship Canal.....		2,832 50	2,832 50
Coteau Landing (Beauharnois Canal).....		14,818 15	14,818 15
" " (Soulanges Canal).....	154 00	3,478 77	3,632 77
Cardinal—Williamsburg Canal.....	704 66	13,515 50	14,220 16
Lachine Canal (Montreal).....	10 00	1,650 10	1,660 10
Totals.....	11 89 74	128,396 93	139,786 67
	606 14		606 14
	12,864 54	161,859 45	174,723 99
St. Ours Lock.....	4 00	636 00	636 00
		56 00	56 00
		29 00	29 00
		60 00	60 00
Totals.....	4 00	781 00	785 00
Carillon & Grenville Canal.....		192 00	192 00
" " Grenville.....	8 00	5 00	13 00
St. Anne's Lock.....	62 83	310 00	310 00
		152 00	215 83
		1 00	1 00
Totals.....	71 83	660 00	731 83
Kingston Mills.....	150 00	1,916 13	1,916 13
Smiths Falls.....	65 00	3,251 82	3,411 82
		402 00	402 00
Totals.....	215 00	3,161 70	3,226 70
St. Peter's Canal.....		7 00	7 00
Murray Canal.....		248 00	248 00
Trent Canal.....	88 00	3,741 04	3,829 04
Swift St. Marie Canal.....		85 00	85 00
Grand totals.....	77,002 58	237,865 64	314,868 22
Net amount deposited to the credit of the Receiver General.....			314,868 22



## HYDRAULIC AND OTHER RENTS, showing Rent accrued, paid, and balances due March 31, 1918.

Balance due April 1, 1917.	Hydraulic and other rents accrued 1917-18.		Lock House Rents.		Totals.		Canals.	Abatement for overcharges.	Deposited to the credit of the Receiver General.		Balance due March 31, 1918.	Totals.
	\$	cts.	\$	cts.	\$	cts.			Lock House Rents.	\$		
57,900 56	64,340 32	414 00	122,654 88		427 76		Welland .....		58,496 00	63,317 12	122,654 88	
645 00	2,955 50		3,600 50				Welland Ship		2,832 50	768 00	3,600 50	
9,260 67	4,210 10	216 00	13,686 77		850 00		Williamsburg		1,434 10	11,186 67	13,686 77	
1,425 10	14,025 50		15,450 60				Cornwall .....		13,515 50	1,935 10	15,450 60	
5,769 09	14,816 15		20,585 24				Beauharnois		14,818 15	5,767 09	20,585 24	
30,632 77	136,228 60	204 00	167,065 37		2,625 88		Lachine .....		128,192 93	36,042 56	167,065 37	
760 84	126 00	696 00	1,582 84				Chambly .....		85 00	801 84	1,582 84	
6,750 53	7,050 52	1,916 13	15,717 18				Rideau .....		6,825 52	6,975 53	15,717 18	
14,465 80	16,780 23	1,263 00	32,509 03		151 00		Prent .....		2,478 04	28,616 99	32,509 03	
60 00	85 00		145 00				Sault Ste. Marie		85 00	60 00	145 00	
21,383 08	643 00	192 00	22,218 08				Carillon and Grenville		315 00	21,711 08	22,218 08	
	3,136 00	342 77	3,478 77				Soulanges .....		3,136 00		3,478 77	
4 00	32 00	120 00	156 00				Ste. Anne's Lock		32 00	4 00	156 00	
1 00	1 00		2 00				Chats Falls .....		1 00	1 00	2 00	
	7 00		7 00				St. Peter's .....		7 00		7 00	
3 00	9 00	240 00	252 00				Murray .....		8 00	4 00	252 00	
149,061 44	264,445 92	5,603 90	419,111 26		4,054 64		Totals .....		232,261 74	177,190 98	419,111 26	

\*Arrears amounting to \$89 have been transferred from Welland Canal to Welland Ship Canal during 1917-18.



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WELLAND SHIP CANAL.—Amounts expended on Construction.

	Year ending.	Capital.
		\$ cts.
Expenditure.....	1914	994,257 60
"	1915	4,074,200 69
"	1916	4,892,105 15
"	1917	3,513,769 82
"	1918	1,235,046 59
Total.....		14,709,379 85

Expenditure as above.....	\$14,709,379 85
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—	
1905-06.....	\$ 13,231 97
1906-07.....	10,825 27
1907-08.....	8,300 34
1908-09.....	19,993 37
1909-10.....	9,979 91
1910-11.....	21,229 35
1911-12.....	23,138 60
1912-13.....	112,890 92
	219,589 73
Total cost of Welland Ship Canal to March 31, 1918.	\$14,928,969 58

HUDSON BAY RAILWAY.—Amounts Expended on Construction.

	Year, ending.	Capital.
		\$ cts.
Government expenditure since Confederation.....	1909	92,427 83
"	1910	53,042 63
"	1911	184,142 81
"	1912	159,632 00
"	1913	1,099,063 15
"	1914	4,498,717 25
"	1915	4,773,743 90
"	1916	4,889,131 77
"	1917	2,604,279 94
"	1918	1,879,699 00
Total to March 31, 1918...		20,233,887 37



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## QUEBEC BRIDGE.—Amounts Expended on Construction.

	Year. ending.	Capital.	Income.
		\$ cts.	\$ cts.
Government expenditure .....	1909		422,867 12
" .....	1910		111,788 02
" .....	1911	227,563 40	
" .....	1912	603,293 07	
" .....	1913	1,512,825 96	
" .....	1914	2,604,105 61	
" .....	1915	2,816,305 10	
" .....	1916	2,746,813 70	
" .....	1917	2,733,677 00	
" .....	1918	931,278 01	
Total.....		14,175,861 85	534,655 14
Less amount received from the Phoenix Bridge Co., 1910.....			100,000 00
Total to March 31, 1918.....		14,175,861 85	434,655 14
Capital expenditure as above.....\$14,175,861 85			
In this expenditure a total of \$91,183.10 has been credited, being received for the sale of scrap and used material from the collapsed bridge.			
Add amounts paid by the Finance Department not included above:—			
Amount guaranteed by Act of 1903, Chap. 54.....		\$ 6,424,781 00	
Amount paid to the Province of Quebec.....		250,000 00	
Amount paid to City of Quebec.....		300,000 00	
Amount paid to Emile Tanguay, as per Supreme Court award.....		485 20	
			6,975,266 20
Less amount received from the Phoenix Bridge Co.....			\$21,151,128 05
			100,000 00
Agrees with Public Accounts Balance Sheet, 1918.....			\$21,051,128 05
To which add the expenditure under Income, 1909 and 1910.....		\$ 534,655 14	
Add also amount paid for subsidies in 1901, 1902 and 1903.....		374,353 33	
			909,008 47
Total expenditure to date of March 31, 1918.....			\$21,960,136 52



9 GEORGE V, A. 1919

EXPENDITURE on the Canadian Government Railways to March 31, 1918.

CAPITAL ACCOUNT.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Ry. System as follows:—			
Canada Eastern.....	819,000 00		819,000 00
Cape Breton Ry.....	3,860,679 14		3,860,679 14
Drummond County Ry.....	1,464,000 00		1,464,000 00
Eastern Extension Ry.....	1,324,042 81		1,324,042 81
Intercolonial Ry.....	110,506,304 92	5,860,132 59	116,366,437 51
Montreal & European Short Line	333,942 72		333,942 72
Oxford & New Glasgow Ry	1,949,063 21		1,949,063 21
Total....	120,257,032 80	5,860,132 59	126,117,165 39
Canadian Government Railways,....		24,392,985 80	24,392,985 80
aEuropean & North American Ry	88,363 18		88,363 18
aNova Scotia Ry	208,509 72		208,509 72
International Ry. of New Brunswick	7,662 45	5,369 51	13,031 96
Prince Edward Island Ry	11,451,124 15	678,433 29	11,829,557 44
New Brunswick & Prince Edward Island Ry	270,790 66	120,663 61	391,454 27
Quebec & Saguenay Ry	332,254 91	1,371,334 97	1,703,589 90
bHudson Bay Ry.....	18,354,188 57	1,879,699 00	20,233,887 37
National Transcontinental Ry.....	163,797,783 66	690,453 19	164,488,236 85
Annapolis and Digby.....	660,683 09		660,683 09
Canadian Pacific Ry.....	62,789,776 09		62,789,776 09
cCarleton Branch Ry	48,410 48		48,410 48
Yukon Territory Works;—Stikine Teslin Ry	283,323 55		283,323 55
Governor General's Cars	71,538 82		71,538 82
Miscellaneous Expenditure	18,000 00	345 00	18,345 00
Total on Railways.....	378,639,441 55	34,699,416 96	413,338,858 91
Quebec Bridge...	13,244,581 84	931,278 01	14,175,861 85
Total.....	391,884,025 79	35,630,694 97	427,514,720 76

a Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.  
b See Special Statement, page 19.  
c This Railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000.

EXPENDITURE on the Canadian Government Railways to March 31, 1918.

INCOME ACCOUNT.

	Previous to 1917-18.	1917-18.	Total.
	\$ cts.	\$ cts.	\$ cts.
Amount paid to D. & C.	8,381 82		8,381 82
Intercolonial Ry.	280,000 00		280,000 00
Miscellaneous Income	3,680,467 61	47,007 44	4,027,475 05
Total	3,968,841 43	47,007 44	4,315,856 87
Grand Total	4,403,504 57	47,007 44	4,450,512 01



## SESSIONAL PAPER No. 20

## EXPENDITURE of the Canadian Government Railways to March 31, 1918.

## REVENUE ACCOUNT—WORKING EXPENSES.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts	\$ cts.	\$ cts.
Canadian Pacific Ry .....	318,216 30	.....	318,216 30
Eastern Extension Ry.....	538,094 06	.....	538,094 06
*Intercolonial Ry .....	233,520,007 27	21,090,298 09	254,610,305 36
†New Brunswick and Prince Edward Island Ry.....	209,004 68	†	209,004 68
Intercolonial Ry., Improvements and Betterments .....	2,586,230 21	.....	2,586,230 21
International Ry. of New Brunswick.....	573,464 99	385,508 92	958,973 91
National Transcontinental Ry.....	12,551,052 30	10,660,389 89	23,211,442 19
Prince Edward Island Ry.....	12,989,856 52	1,123,291 12	14,113,147 64
St. John and Quebec Ry.....	213,752 30	140,972 43	354,724 73
Miscellaneous expenditure.....	94,189 97	15,100 00	109,289 97
	263,593,868 60	33,415,560 45	297,009,429 05

\*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to \$18,679.97.

†Included in Intercolonial Railway Working Expenses.

## REVENUE Received by the Canadian Government Railways to March 31, 1918.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts.	\$ cts	\$ cts.
Canadian Pacific Ry.....	396,473 75	.....	396,473 75
Eastern Extension Ry.....	462,465 68	.....	462,465 68
Intercolonial Ry.....	227,936,927 67	18,758,186 41	246,695,114 08
New Brunswick and Prince Edward Island Ry .....	114,170 90	.....	114,170 90
International Ry. of New Brunswick.....	286,771 08	140,900 44	427,671 52
National Transcontinental Ry.....	9,872,786 04	7,621,204 51	17,493,990 55
Prince Edward Island Ry.....	9,178,461 29	656,227 22	9,834,688 51
St. John and Quebec Ry.....	147,242 06	64,438 29	211,680 35
	248,395,298 47	27,240,956 87	275,636,255 34

## EXPENDITURE common to both Railways and Canals, including War appropriation, to March 31, 1918.

## INCOME ACCOUNT.

Expenditure previous to 1917-18.....	\$1,387,673 26
Expenditure during 1917-18.....	1,198,062 28
	\$2,585,735 54

## EXPENDITURE common to both Railways and Canals to March 31, 1918.

## REVENUE ACCOUNT.

	Total.
	\$ cts.
Expenditure.....	69,711 05







## SESSIONAL PAPER No. 20

TOTAL EXPENDITURE and Revenue of the Department of Railways and Canals  
prior to and since Confederation to March 31, 1918.

	\$	cts.	\$	cts.
TOTAL EXPENDITURE . . . . .			975,236,219	62
Expenditure on Railways...	714,664,144	83		
"    Quebec Bridge . . . . .	14,610,516	99		
"    Railway subsidies. . . . .	75,837,820	22		
"    Canals . . . . .	167,468,290	99		
"    Miscellaneous. . . . .	2,655,446	59		
Total expenditure. . . . .			975,236,219	62
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital account.....	552,215,992	67		
Revenue account.....	330,325,617	48		
Income account.....	16,856,789	25		
Consolidated fund—Railway subsidies, pages 21 to 28.....	75,837,820	22		
			975,236,219	62
CLASSIFICATION OF EXPENDITURE IN DETAIL—				
Railways—				
Capital—See page 16....	413,338,858	91		
Income—See page 16....	4,315,856	87		
Revenue—See page 17.....	297,009,429	05		
			714,664,144	83
Quebec Bridge—				
Capital—See page 15..	14,175,861	85		
Income—See page 15...	434,655	14		
			14,610,516	99
Railway Subsidies—See pages 21 to 28.			75,837,820	22
Total on railways \$805,112,482.04				
Canals—				
Capital—See pages 10 and 11..	124,701,271	91		
Income—See pages 10 and 11	9,520,541	70		
Revenue—See pages 10 and 11 . . . . .				
"    Staff.....	\$18,953,642.10			
"    Repairs ...	14,292,835	28		
			33,246,477	38
			167,468,290	99
Miscellaneous Expenditure—				
Income—See page 17 . . . . .	2,585,735	54		
Revenue—See page 17 . . . . .	69,711	05		
			2,655,446	59
Total expenditure. . . . .			975,236,219	62
CLASSIFICATION OF EXPENDITURE INTO CAPITAL AND CONSOLIDATED FUND—				
Railways—				
Capital—Including Quebec bridge.....	427,514,720	76		
Consolidated Fund (Income and Revenue) Railway Subsidies, etc.....	377,597,761	28		
			805,112,482	04
Canals—				
Capital	124,701,271	91		
Consolidated Fund (Income and Revenue)	42,767,019	08		
			167,468,290	99
General Expenditure—				
Consolidated Fund (Income and Revenue) . . . . .			2,655,446	59
Total expenditure . . . . .			975,236,219	62
TOTAL REVENUE RECEIVED from July, 1 1867, to March 31, 1918—				
Railways—See page 18.....	275,636,255	34		
Canals—See page 11 . . . . .	17,080,139	54		
Total revenue . . . . .			292,716,394	88



## RAILWAY AND BRIDGE SUBSIDY STATEMENTS

I.—*Statement showing the Railway Subsidies paid during the year ending March 31, 1918.*

II.—*Statement of Railway and Bridge Subsidies paid from July 1, 1883, to March 31, 1918.*



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## RAILWAY SUBSIDIES PAID DURING YEAR ENDING MARCH 31, 1918.

1917.	Name of Railway.	Amount.	
Aug. 24—	<i>Canadian Northern Ontario Railway Co.—</i>	\$ cts.	\$ cts.
	Act 1913, Cap. 10.		
	Payment on account of amount withheld from subsidy payment		
	on 894.48 miles from Ottawa to Port Arthur.....	40,042 56	
Dec. 5—	Do. Further payment on same.....	15,000 00	
		55,042 56	
Aug. 29—	<i>Canadian Northern Ontario Railway Co.—</i>		
	Act 1913, Cap. 10.		
	Payment of amount withheld from subsidy on 214.57 miles,		
	from Toronto to Ottawa.....	25,920 81	
			80,963 37
Nov. 28—	<i>Canadian Northern Pacific Railway Co.—</i>		
	Act 1912, Cap. 9.		
	Payment of subsidy on 498.96 miles from a point at Yellow Head		
	Pass to the eastern end of the Bridge crossing the Fraser River		
	at New Westminster .....		338,893 63
Oct. 9—	<i>St. John and Quebec Railway Co.—</i>		
	Sub Act, 1916, Cap. 23, Part II, Sec. 6.		
	Payment of subsidy on line from Andover to Grand Falls.....	278,716 81	
1918.			
Jan. 29—	Further payment on same.....	7,200 00	
			285,916 81
1917.			
Aug. 29—	<i>Quebec, Montreal and Southern Railway Co.—</i>		
	Yamaska to point in Lotbinière Co., 70 miles.		
	Exchequer Court award dated May 7, 1916, for		
	amount subsidy due to the Quebec and Southern		
	Railway. Award.....	\$26,765.64	
	Costs and interests.....	10,201 19	
		36,966 64	
1917.			
Sept. 20—	Less refund from the Canadian Government Railways, for amount		
	withheld from subsidy due to the Quebec and Southern Railway		
	and paid to the Intercolonial Railway during 1911-1912.....	22,335 70	
			14,630 94
Total...			720,404 75







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48-9	"	59	24,439 84	17 Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry	374,839 84		374,839 84
51	"	3	140,800 00				
57-8	"	4	35,200 00				
62-3	"	7	—				
7-8 Ed. VII, c. 63		63	—	18 Canada and Gulf Terminal Ry. Co.	210,053 59		210,053 59
47 Vic., chap. 8		8	32,000 00				
49	"	10	57,600 00				
52	"	3	22,400 00				
53	"	2	48,000 00	19 Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	1,265,357 14		1,265,357 14
56	"	2	47,000 00				
57-8	"	4	70,400 00				
7-8 Ed. VII, c. 63		63	—				
2 Geo. V, chap. 7		7	—	20 Canadian Northern Alberta Ry. Co., Alberta	3,094,104 00		3,094,104 00
3-4	"	10	—				
6-7 Ed. VII, c. 40		40	—	21 Canadian Northern Ontario Ry. Co.	13,532,977 27	358,180 41	14,467,725 88
7-8	"	63	—			80,963 37	
2 Geo. V, chap. 9		9	—	22 Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories	1,909,132 00		1,909,132 00
60-61 Vic., chap. 5		5	3,630,000 00	23 Canadian Northern Pacific Ry. Co., British Columbia	5,403,736 80	338,893 63	5,987,520 00
2 Geo. V, chap. 48		48	—	24 Canadian Northern Quebec Ry., formerly Chateaugay and Northern Ry., Quebec	391,819 75		391,819 75
3-4	"	46	—	25 Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)	3,401,720 00		3,401,720 00
7-8 Ed. VII, c. 63		63	—	26 Canadian Pacific Ry. Co. (Dyacent Branch)	22,336 00		22,336 00
2 Geo. V, chap. 48		48	—	27 Canadian Pacific Ry., Bridge at Edmonton, Alberta	126,000 00		126,000 00
3-4	"	46	—	28 Canadian Pacific Ry., Gimli to Icelandic River Bridge	80,032 00		80,032 00
7-8 Ed. VII, c. 63		63	—	29 Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00		153,866 00
2 Geo. V, chap. 48		48	—	30 Can. Pac. Ry. Co., Moosejaw northwesterly	485,474 27		485,474 27
55-6 Vic., chap. 5		5	80,000 00	31 Can. Pac. Ry. Co. Bridge at Outlook	115,000 00		115,000 00
4 Ed. VII, chap. 34		34	—	32 Can. Pac. Ry. Co. (Pheasant Hills Branch)	435,200 00		435,200 00
6	"	43	—	33 Can. Pac. Ry. Co. (Pipestone Branch)	160,000 00		160,000 00
7-8 Ed. VII, c. 63		63	—	34 Can. Pac. Ry. Co. (B.C., Revelstoke to Arrow Lake)	80,000 00		80,000 00
48-9 Vic., chap. 58		58	1,500,000 00	35 Can. Pac. Ry. Co. (Selkirk Branch)	83,200 00		83,200 00
57-8	"	4	9,000 00	36 Can. Pac. Ry. Co. (Staynerville Branch)	13,024 00		13,024 00
46 Vic., chap. 25		25	115,200 00	37 Can. Pac. Ry. Co., Teulon to Icelandic River	112,000 00		112,000 00
47	"	8	76,800 00	38 Can. Pac. Ry. Co. (Waskada Branch)	64,000 00		64,000 00
50-1	"	24	32,000 00	39 Can. Pac. Ry., Winnipeg to Gimli, Man	34,522 43		34,522 43
47	"	3	—	40 Canadian Pacific Extension	1,500,000 00		1,500,000 00
51	"	3	—	41 Cap de la Magdeleine Railway, Quebec	7,424 00		7,424 00
52	"	3	83,612 00	42 Cape Breton Extension Railway, Nova Scotia	196,800 00		196,800 00
53	"	2	142,400 00	43 Caraquet Railway, New Brunswick	221,000 00		221,000 00
57-8	"	4	48,000 00	44 Central Railway, New Brunswick	226,012 51		226,012 51
61	"	1	—				
62-3	"	1	—				



## DEPARTMENT OF RAILWAYS AND CANALS

9 GEORGE V. A. 1919

Statement showing Subsidies paid to March 31, 1918. *Continued.*

Authority.	Subsidy Voted.	Amount.	Railway.	Total to March 31, 1918.			
				1915-16.	1916-17.	1917-18.	1918.
		\$	cts.	\$	cts.	\$	cts.
2 Ed. VII, chap. 48	—	—	45 Central Railway of Canada, Quebec, now (1918) Canadian Northern Ry.	30,145 02	...	...	30,145 02
46 Vic. chap. 2	1,525 250 00	1,525 250 00	46 Central Canadian Railway	1,525,250 00	...	...	1,525,250 00
6-7 Ed. VII, c. 40	—	—	47 Central Ontario Railway Co., Ontario, now (1918) Canadian Northern Ry.	205,862 79	...	...	205,862 79
—	—	—	48 Coast Line of Nova Scotia, now Halifax and Yarmouth Ry., now 1918 Canadian Northern Ry.	160,000 00	...	...	160,000 00
6 Ed. VII, chap. 43	—	—	49 Colchester Coal and Railway Co., Nova Scotia.	12,800 00	...	...	12,800 00
53 Vic. chap. 2	112 000 00	112 000 00	50 Columbia and Kootenay, Ry. Co., British Columbia.	88,800 00	...	...	88,800 00
50-1 " 24	44 800 00	44 800 00	51 Cornwallis Valley Railway Co., Nova Scotia.	44,800 00	...	...	44,800 00
52 " 24	—	—	52 Cumberland Railway and Coal Co., Nova Scotia.	39,850 00	...	...	39,850 00
50-1 " 24	44 800 00	44 800 00	53 Dominion Coal Company, Nova Scotia.	87,808 00	...	...	87,808 00
54-1 " 24	96 000 00	96 000 00	54 Dominion Lumber Company, Quebec.	15,360 00	...	...	15,360 00
52 " 24	14 400 00	14 400 00	55 Drummond County Railway, Quebec.	423,936 00	...	...	423,936 00
54 " 24	76 800 00	76 800 00	56 East Richelieu Valley Railway Co., Quebec (Quebec, Montreal and Southern Ry.)	69,952 00	...	...	69,952 00
57-8 " 4	96 000 00	96 000 00	57 Edmonton, Dawson and British Columbia Railway, Alberta.	125,202 84	...	...	125,202 84
3-4 Geo V, chap 46	—	—	58 Edmonton, Yukon and Pacific Railway Co., Alberta, now 1918 Canadian Northern Ry.	91,200 00	...	...	91,200 00
6-7 Ed. VII, c. 40	—	—	59 Elgin, Pelly and Mackenzie Railway, N.B.	82,652 82	...	...	82,652 82
46 Vic. chap. 25	28 400 00	28 400 00	60 Erie and Huron Railway, Ontario.	96,000 00	...	...	96,000 00
51 " 3	44 252 82	44 252 82	61 Esquimaux and Nanaimo Railway, British Columbia.	1,520,560 00	...	...	1,520,560 00
47 " 8	96 000 00	96 000 00	62 Fredericton and Grand Lake Railway Co., New Brunswick.	216,576 00	...	...	216,576 00
47 " 6	750 000 00	750 000 00	63 Fredericton and St. Mary's Ry. Bridge Co., New Brunswick.	30,000 00	...	...	30,000 00
2 Geo. V, chap. 48	—	—	64 Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec	500,000 00	...	...	500,000 00
52 Vic. chap. 3	30 000 00	30 000 00	65 Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario.	39,744 00	...	...	39,744 00
60-61 " 4	500 000 00	500 000 00	66 Grand Trunk Pacific Ry. Co.	1,220,480 00	...	...	1,220,480 00
63 " 3	48 000 00	48 000 00					
7-8 Ed. VII, c. 63	—	—					



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49 Vic., chap. 10	32,000 00	67 Great Eastern Railway, Quebec.....	40,345 00	40,345 00
50-1 " 24	96,000 00			
56 " 2	64,000 00			
53 " 2	37,500 00			
50-1 " 24	51,200 00	68 Guelph Junction Railway, Ontario..	46,000 00	46,000 00
57-8 " 4	—	69 Gulf Shore Railway Company, New Brunswick..	53,699 20	53,699 20
9-10 Ed. VII, c. 51	—	69½ Ha-Ha-Bay Railway Co., Quebec	231,226 20	231,462 00
		70 Halifax and Southwestern Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	1,238,450 93	1,238,450 93
50-1 Vic., chap. 24	9,600 00	71 Harvey Branch Railway Co., New Brunswick. ....	5,553 57	5,553 57
49 " 10	108,800 00	72 Hereford Railway, Quebec.....	155,200 00	155,200 00
52 " 3	48,000 00	73 International Railway, Quebec..	156,800 00	156,800 00
46 " 25	156,800 00			
53 " 2	—	74 International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co....	725,287 47	725,287 47
7-8 Ed. VII, c. 63	—	75 Inverness Railway and Coal Co., now (1918) Canadian Northern Ry.	368,545 97	368,545 97
		76 Irondale, Bancroft and Ottawa Railway, Ontario, now (1918) Canadian Northern Ry.	144,000 00	144,000 00
47 Vic., chap. 8	160,000 00	77 Joggins Railway, Nova Scotia.....	37,500 00	37,500 00
52 " 3	38,400 00	78 Kettle Valley Ry. Co., British Columbia.....	1,416,596 80	1,416,596 80
49 " 10	4,000 00			
50-1 " 24	—	79 Kingston, Napanee and Western Ry., formerly Napanee, Tanaworth and Quebec Ry., Ontario, now (1918) Canadian Northern Ry.	208,732 80	208,732 80
6 Ed. VII, chap. 43	89,600 00	80 Kingston and Pembroke Ry., Ontario	48,000 00	48,000 00
46 " 24	70,000 00	81 Klondike Mines Railway ..	197,184 00	197,184 00
49 " 10	12,800 00	82 Kootenay Central Ry. Co., British Columbia.	1,055,856 00	1,055,856 00
50-1 " 24	32,000 00			
52 " 3	64,000 00	83 Lake Erie and Detroit River Railway, Ontario	475,851 00	475,851 00
55-6 " 5	48,000 00	84 Lake Erie and Northern Ry. Co., Ontario.....	135,129 60	135,129 60
47 Vic., chap. 8	—	85 Lake Témiscamingue Colonization Ry., Quebec ..	310,335 95	310,335 95
6 Ed. VII, chap. 43	65,200 00	86 L'Assomption Railway, Quebec ..	11,200 00	11,200 00
2 " 18	274,940 00	87 Laurentian Railway, now (1918) Canadian Northern Ry.	217,600 00	217,600 00
50-1 Vic., chap. 24	11,200 00	88 Leamington and St. Clair Ry., Ontario,	51,200 00	51,200 00
57-8 " 4	217,600 00	89 Liverpool and Milton Ry. now (1918) Canadian Northern Ry.		
49 " 10	44,800 00	90 Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario	32,000 00	32,000 00
50-1 " 24	6,400 00	91 Lotbinière and Megantic Railway, Quebec ..	185,173 06	185,173 06
6-7 Ed. VII, c. 40	—	92 Maganetawan River Railway Co., Ontario	96,000 00	96,000 00
		93 Maritime Coal and Railway Co.,	3,552 00	3,552 00
45 Vic., chap. 14	48,000 00	94 Mississippi Valley Railway Co., Quebec	3,200 00	3,200 00
55-6 Vic., chap. 5	48,000 00			
57-8 " 4	—			
7-8 Ed. VII, c. 63	—			







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33	"	99,200 00	117 Orford Mountain Railway Company, Quebec	202,926 50	202,926 50
3 Ed. VII, chap. 23					
56	"	22,400 00	118 Oshawa Railway and Navigation Co., Ontario	22,400 00	22,400 00
55 6	"		119 Ottawa, Araprior and Parry Sound Ry., Ontario	779,712 00	779,712 00
53	"		120 Ottawa and New York Railway Company, Ontario	262,381 00	262,381 00
52	Vic., chap. 3	320,000 00	121 Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20	414,931 20
57 8	"	64,000 00			
60 1	"		122 Parry Sound and Colonization Railway, Ontario	152,800 00	152,800 00
52	"				
57 8	"		123 Pembroke Southern Railway, Ontario	64,000 00	64,000 00
53 6 Vic., chap. 5			124 Phillipsburg Junction Ry. Quarry Co., Quebec	23,712 00	23,712 00
47	"	272,000 00	125 Pontiac Pacific Junction Railway, Quebec	193,578 00	193,578 00
51	"	41,000 00			
53	"	24,000 00	126 Pontiac Pacific and Ottawa & Gatineau Ry. Co. (Inter-provincial Bridge over Ottawa River)	212,500 00	212,500 00
60 1	"	212,500 00	127 Pontiac and Renfrew Railway, Ontario	13,600 00	13,600 00
63 4	"	19,200 00	128 Port Arthur, Duluth and Western Ry., Ontario, now (1918) Canadian Northern Ry.	271,200 00	271,200 00
52	"	287,200 00	129 Quebec Bridge Co., Quebec	374,353 33	374,353 33
51	"	1,000,000 00			
62 3	"				
63 4	"	60,342 00	130 Quebec Central Ry., Quebec	541,877 30	541,877 30
47	"	288,000 00		43,161 60	585,038 90
51	"				
53	"				
7 8 Ed. VII, c. 63					
45	Vic., chap. 11	384,000 00	131 Quebec and Lake St. John Railway, Quebec, now 1918 Canadian Northern Ry.	1,261,463 50	1,261,463 50
46	"	80,000 00			
48 49	"	96,000 00			
49	"	186,205 00			
50 1	"	28,800 00			
51	"	96,000 00			
52	"	64,000 00			
53	"	40,000 00			
51 5	"	5,250 00			
57 8	"	44,800 00			
52 Vic., chap. 3		96,000 00	132 Quebec, Montmorency and Charlevoix Railway Co., Quebec	96,000 00	96,000 00
56	"		132 1/2 Quebec, Montreal and Southern Railway Co., Quebec, South Shore Ry., Quebec		
7 8 Ed. VII, c. 51			133 Quebec and Saguenay Railway Co., Quebec	248,801 28	248,801 28
52 Vic., chap. 3			134 Schomberg and Aurora Railway Co., Ontario	46,144 00	46,144 00
2 Geo. V., chap. 48		163,200 00	135 Shuswap and Okanagan Railway, British Columbia	163,200 00	163,200 00
50 1 Vic., chap. 24			136 Southampton Railway Co., New Brunswick	81,280 00	81,280 00
7 8 Ed. VII, c. 63		54,400 00	137 South Norfolk Railway, Ontario	54,400 00	54,400 00
			138 South Shore Railway (Quebec, Montreal and Southern), Quebec		
50 1 Vic., chap. 24		138,400 00		514,811 06	514,811 06
55 6	"	108,000 00	139 St. Catharines and Niagara Central Railway, Ontario	38,400 00	38,400 00
57 8	"	108,800 00			
52	"	375,000 00	140 St. Clair Frontier Tunnel Co., Ontario	375,000 00	375,000 00



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## STATEMENT showing Subsidies paid to March 31, 1918.—Concluded.

Schedules A and B		Railways		July 1, 1883 to March 31, 1915.	1915-16	1916-17	1917-18	Total to March 31, 1918.
Authorizing Act.	Amount.				\$ cts.	\$ cts.	\$ cts.	\$ cts.
2-6-89 V-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1								



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## APPENDIX II

## CANADIAN GOVERNMENT RAILWAYS.

REPORT OF C. A. HAYES, GENERAL MANAGER, FOR YEAR  
ENDED MARCH 31, 1918.

## INTERCOLONIAL RAILWAY DIVISION.

## CAPITAL ACCOUNT.

The cost of the road and equipment, on March 31, 1917, was.....	\$ 120,257,032 80
The additional expenditures during the year were.....	4,840,132 59
Purchase of steamers <i>Drummond</i> and <i>McKee</i> .....	1,020,000 00      5,860,132 54
Making the total cost to March 31, 1918.....	\$ 126,117,165 39
The gross earnings and working expenses for the year compare as follows—	
Gross earnings—I.C.R. Rail Account.....	18,511,192 24
Water Account.....	246,994 17
	<hr/>
	\$ 18,758,186 41
Working expenses, I.C.R. Rail Account.....	\$20,908,745 12
Water Account.....	177,660 37
	<hr/>
	\$21,086,405 49
N.B. and P.E.I. Ry. (Interest on purchase price)...	2,692 60
Vale Railway (rental).....	1,200 00
	<hr/>
	21,090,298 09
Working expenses over gross earnings, deficiency.....	2,332,111 68

## REVENUE.

The gross earnings, including water line, compare as follows with those of  
the previous year:—

1916-17 (Water Line, \$197,200.58).....	\$ 16,767,386 89
1917-18 (       "       246,994.17).....	18,758,186 41
Increase.....	<hr/>
	\$ 1,990,799 52
The earnings from passenger traffic (rail) compare as follows—	
1916-17.....	\$ 5,587,666 53
1917-18.....	5,581,215 06
Decrease.....	<hr/>
	\$ 6,451 47
The earnings from freight traffic, including water line, compare as follows:—	
1916-17 (Water Line, \$197,200.58).....	\$ 10,743,137 93
1917-18 (       "       246,994.17).....	12,650,720 19
Increase.....	<hr/>
	\$ 1,907,582 26
Miscellaneous earnings, including mails and express, compare as follows:—	
1916-17.....	\$ 436,582 43
1917-18.....	526,251 16
Increase.....	<hr/>
	\$ 89,668 73
The rail earnings per mile of railway, compare as follows:—	
1916-17.....	\$ 10,913 00
1917-18.....	11,840 04
Increase.....	<hr/>
	\$ 927 04



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The earnings per train mile compare as follows:—

1916-17.....	\$ 1 94
1917-18.....	2 18

The number of passengers carried compare as follows:—

1916-17.....	4,537,454
1917-18.....	4,578,783
Increase.....	41,329

The weight of revenue-producing freight compares as follows:—

1916-17.....	6,770,224
1917-18.....	7,837,310
Increase.....	1,067,086

A number of statements which give detailed information are appended to this report.

## WORKING EXPENSES.

1916-17 (Water Line, \$123,969 74).....	\$ 15,652,157 78
1917-18 ( " 246,994 17).....	21,090,298 09
Increase.....	\$ 5,438,140 31

The averages, not including Water Line, compare with those of last year as follows:—

Per mile run by engine in 1916-17.....	\$ 1.39
" " " 1917-18.....	1.85
" " train " 1916-17.....	1.81
" " " 1917-18.....	2.47

The working expenses per mile of railway:—

1916-17.....	\$ 10,226 75
1917-18.....	13,376 04

The mileage of the railway for the year 1917-18 was 1,527.39 miles (including Vale Railway 5.95 miles).

On December 6, 1917, great destruction and damage was done to the railway property by the explosion at Halifax. Full details are given in the reports of Mr. C. B. Brown.

During the year ended March 31, 1918, 413,087 ordinary ties were put in the track; 154.87 miles of track ballasted, and a total of 62.23 miles of ditching completed to provide better drainage for the roadbed; 4.16 miles of passing sidings, 7.34 miles of additional business sidings and 2.63 miles of private sidings were provided. Bridges, culverts, wharves, fences, and buildings were repaired, and 53.76 miles of standard woven-wire fence erected.

## STORES.

The value of general stores the Canadian Government Railways carried over from the previous year was.....	\$ 4,818,102 74
The value of stores purchased and charges from other departments was.....	\$ 19,447,730 08
Total of.....	\$ 24,265,832 82
The value of stores used and sold.....	18,060,023 37
Balance of general stores on hand, March 31, 1918.....	\$ 6,205,809 45



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## PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1917-18 was 276.23 miles. The gauge is 3 feet 6 inches.

The cost of road and equipment, March 31, 1917, was.....	\$ 11,451,124 15
The expenditure during year 1917-18 was.....	378,433 29

Making a total cost on March 31, 1918, of.....	\$ 11,829,557 44
--	------------------

Gross earnings (including Water Line, \$177,683.04).....	\$ 656,227 22
Working expenses ( " " 221,209.17).....	1,123,291 12

Deficiency.....	\$ 467,063 90
-----------------	---------------

The gross earnings compare with the previous year as follows:—

1916-17.....	\$ 630,045 69
1917-18.....	656,227 22

Increase.....	\$ 26,181 53
---------------	--------------

The working expenses compare with the previous year as follows:—

1916-17.....	\$ 833,853 02
1917-18.....	1,123,291 12

Increase.....	\$ 289,438 10
---------------	---------------

The necessary work to maintain the railway in a state of efficiency, the renewing of the track and switch ties, and ballasting of several miles of track, has been carried out.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The cost of road and equipment, March 31, 1917, was.....	\$ 270,790 66
The expenditure during the year 1917-18 was.....	120,663 61

Making a total cost on March 31, 1918, of.....	\$ 391,454 27
--	---------------

An amount of \$2,692.60 was paid as interest on purchase price.  
The mileage of the railway in 1917-18 is 36.05 miles.

## INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

The expenditure on road and equipment, March 31, 1917, was.....	\$ 7,662 45
The expenditure during the year 1917-18 was.....	5,369 51

Making a total cost on March 31, 1918, of.....	\$ 13,031 96
--	--------------

Gross earnings and working expenses to March 31, 1918, compare as follows:—

Gross earnings.....	140,900 44
Working expenses (including \$90,000 interest charges).....	385,508 92

Deficiency.....	\$ 244,608 48
-----------------	---------------

The mileage of the railway, 1917-18, is 111.30 miles.

## VALE RAILWAY.

The Vale Railway, running from New Glasgow to Thorburn, N.S., a mileage of 5.95 miles, was leased, May 31, 1916, from the Acadia Coal Company, at an annual rental of \$1,200.



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## NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg and is 2,002.92 miles in length, which includes the Grand Trunk Pacific Branch Line from Fort William to Lake Superior Junction (191.75 miles).

The cost of the National Transcontinental Railway to March 31, 1917,	\$ 163,797,783 69
Expenditure during 1917-18.....	690,453 19
Making total cost on March 31, 1918.....	\$ 164,488,236 85

The gross earnings compare with the previous years as follows:—

1916-17.....	\$ 5,916,550 99
1917-18.....	7,621,204 51
Increase.....	\$ 1,704,653 52

The working expenses compare with the previous year as follows:—

1916-17.....	\$ 7,206,922 20
1917-18 (including \$600,000. rental Lake Superior Branch).....	10,660,389 89
Increase.....	\$ 3,453,467 69

The gross earnings and working expenses to March 31, 1918, compare as follows:

Gross earnings.....	\$ 7,621,204 51
Working expenses (including \$600,000 rental Lake Superior Branch).....	10,660,389 89
Deficiency.....	\$ 3,039,185 38

## CANADIAN GOVERNMENT RAILWAYS.

## PURCHASE OF ROLLING STOCK.

Statement showing miscellaneous Rolling Stock charged to \$25,000,000. Vote, Fiscal Year ending March 31, 1918.

Locomotives.....	\$ 5,299,126 27
Freight—	
30-ton Box.....	\$ 220,400 05
40-ton Box.....	15,007,363 34
50-ton Box.....	733,677 00
60-ton Stock.....	2,226,261 37
30-ton Flat.....	397 58
Refrigerators.....	270,000 00
Vans.....	78,784 26
	\$18,536,883 60
Passenger—	
New.....	\$ 103,085 52
Second-hand.....	294,189 56
	397,275 08
Work equipment.....	126,012 96
Miscellaneous—	
Draft arms, Safety Appliances, etc., applied to equipment on hand..	33,687 89
Total.....	\$ 24,392,985 80

## ST. JOHN AND QUEBEC RAILWAY.

The gross earning and working expenses to March 31, 1918, compare as follows:

Gross earnings.....	\$ 64,438 29
Working expenses.....	140,972 43
Deficiency.....	\$ 76,534 14

In addition to above, the amount paid the St. John and Quebec Railway, covering 40 per cent of gross earnings for period April 1 to September 1, 1917, and charged to Income Account (rental), was.....

16,769 13
\$ 93,303 27

There is still unpaid for, March 31, 1918, the 40 per cent earnings for period September 1, 1917, to March 31, 1918, amounting to.....

18,497 81
-----------

Total deficiency for the fiscal year.....	\$ 111,801 08
---	---------------

During this fiscal year there was also paid the St. John and Quebec Railway, and charged to Income Account, the 40 per cent of gross earnings for the fiscal years of 1915-16 and 1916-17 amounting to \$36,459.30, held over pending adjustment of account with the province of New Brunswick.



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## QUEBEC BRIDGE.

The Quebec bridge, one of the greatest engineering feats in the world, was sufficiently completed to enable it to be used for traffic. The first train crossed this bridge at 12 o'clock noon, December 3, 1917, and thus the connection between the Government railway lines on the north and south sides of the St. Lawrence river was established. Since that date, traffic has been continuous.

The total length of the bridge is.....	3,240 feet.
The length of the main span.....	1,800 "
The length of the suspended span .....	640 "
The length of the cantilever arms.....	1,160 "
The length of the anchor arms.....	1,030 "

The *ss. Leonard*, which transferred the cars between the north and south sides, was taken out of service, and was later advantageously sold to the British Government.

## MOVEMENTS OF MILITIA.

A large number of troops were handled via Canadian Government Railways, and for the year the total number was 222,593.

## SNOW AND ICE REMOVAL.

The winter of 1917-18 was a very severe one, and the cost of removing snow and ice, so that traffic might be carried on, was very heavy, being \$342,204.91 more than the corresponding expense in any one of the three preceding years.

## FATAL ACCIDENTS.

The number of fatal accidents on the Canadian Government Railways amounted to 38, of which ten were employees, three passengers, and twenty-five others, the railways being exonerated in every case.



STATEMENT OF AVERAGES, Canadian Government Railways, Year ended March 31, 1918.

	Intercolonial Railway.	Prince Edward Island Railway.	International Railway of New Brunswick.	National Trans- continental Railway.	Canadian Government Railway.	St. John and Quebec Railway.
Revenue of railway						
Freight	1,563 44	276 23	111 30	2,002 92	3,953 89	11,987
Passenger	11,290,693	482,433	167,848	4,203,467	16,153,141	86,018
Trains	8,477,349	344,165	151,218	3,505,576	12,471,308	75,491
Trains per mile	12,310,931	2,212,178	1,452,061	8,041,501	218,716,671	468,691
Expenses						
Freight	\$ cts 18,511,192 24	\$ cts 458,868 87	\$ cts 140,900 41	\$ cts 7,621,204 51	\$ cts 26,732,166 06	\$ cts 64,438 29
Passenger	246,994 17	177,683 04			424,677 21	
Trains		19,675 31			19,675 31	
Trains per mile						
Freight	18,758,186 41	656,227 22	140,900 41	7,621,204 51	27,176,518 58	64,438 29
Operating Expenses						
Rail	\$ cts 20,912,637 72	\$ cts 902,081 95	\$ cts 385,508 92	\$ cts 10,660,389 89	\$ cts 32,860,618 48	\$ cts 140,972 43
Water	177,600 57	221,209 17			398,869 54	
Total	21,090,298 09	1,123,291 12	385,508 92	10,660,389 89	33,259,488 02	140,972 43
Ratio of Earnings to Gross Earnings —						
Earnings from transportation	p.c. 98 68	p.c. 69 92	p.c. 100 00	p.c. 100 00	p.c. 98 37	p.c. 100 00
" " Incidentals	1 32	27 08			1 56	
Earnings per mile of railway	\$ cts 11,840 04	\$ cts 1,732 41	\$ cts 1,265 95	\$ cts 3,805 05	\$ cts 6,765 95	\$ cts 537 57
" " Freight rate	1 64	99	84	1 81	1 66	75
" " Train rate	2 18	1 43	91	2 17	2 15	85
" " Car rate	cts. 13 99	cts. 21 63	cts. 12 23	cts. 9 18	cts. 12 23	cts. 13 75
Ratio of expenses to gross earnings	p.c. 112 43	p.c. 171 17	p.c. 273 60	p.c. 139 88	p.c. 122 38	p.c. 218 77
Expenses per train mile	cts. 246 69	cts. 269 95	cts. 249 98	cts. 304 10	cts. 263 49	cts. 186 74
Expenses per mile of railway	\$ cts 13,976 04	\$ cts 3,265 69	\$ cts 3,463 69	\$ cts 5,322 42	\$ cts 8,310 96	\$ cts 1,176 04
Repairs to locomotives	1,556,364 36	45,872 69	16,808 44	853,849 54	2,472,895 03	
" " freight cars	1,033,190 16	12,754 76	9,706 89	672,802 53	1,728,454 34	
" " passenger cars	615,230 49	32,471 97	5,427 96	215,400 58	868,531 00	
Cost of repairs per locomotive	3,594 37	1,479 76	1,867 61	4,879 14	3,816 20	
" " freight car	70 19	21 99	25 28	64 10	66 02	
" " passenger car	1,090 83	541 20	542 80	1,844 03	1,156 50	



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## SUMMARY of Passenger and Freight Traffic on Canadian Government Railways, Year ended March 31, 1918.

	Intercolonial Railway.	Prince Edward Island Railway.	International Railway of New Brunswick.	National Transcontinental Railway.	Canadian Government Railways.	St. John and Quebec Railway.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Passenger traffic.....	5,581,215 06	169,183 54	38,078 97	1,020,027 23	6,808,504 80	29,993 11
Freight traffic.....	12,403,726 02	260,374 09	119,600 98	7,164,340 62	19,948,041 71	55,011 55
Mails and express, etc.....	526,251 16	48,981 73	2,923 69	131,869 00	446,287 58	3,162 78
Total.....	18,511,192 24	478,539 36	160,603 64	8,052,498 85	27,202,834 09	88,167 44
Ocean service.....	246,994 17	177,687 86			424,682 03	
Total.....	18,758,186 41	656,227 22	160,603 64	8,052,498 85	27,627,516 12	88,167 44
Less hire of equipment.....		19,703 20	19,703 20	431,294 34	450,997 54	23,729 15
Net revenue.....	18,758,186 41	656,227 22	140,900 44	7,621,204 51	27,176,518 58	64,438 29
<i>Passenger Statement.</i>						
Local Traffic—						
Number of passengers.....	4,228,726	364,190	34,633	864,804	5,492,353	48,753
Mileage.....	158,306,981	8,291,752	1,459,890	25,903,497	193,962,120	1,247,898
Through Traffic—						
Number of passengers.....	350,057	53,380	401	78,859	482,697	32
Mileage.....	129,677,398	2,406,517	23,856	26,316,979	158,424,750	1,987
Total number of passengers	4,578,783	417,570	35,034	943,663	5,975,050	48,785
Total mileage.....	287,984,379	10,698,269	1,483,746	52,220,476	352,386,870	1,249,885
<i>Freight Statement.</i>						
Local Traffic—						
Local tons.....	4,606,847	96,879	65,669	1,303,097	6,072,492	37,965
Local mileage	881,654,466	3,561,043	3,097,322	421,798,617	1,310,111,448	847,405
Through Traffic—						
Through tons.....	3,230,463	147,642	90,344	2,597,823	6,066,272	28,965
Through mileage	1,188,542,471	6,730,962	7,939,244	959,447,435	2,162,660,112	1,661,053
Total tons.....	7,837,310	244,521	156,013	3,900,920	12,138,764	66,930
Total mileage.....	2,070,196,937	10,292,005	11,036,566	1,381,246,052	3,472,771,560	2,508,458



REPORT OF C. B. BROWN, CHIEF ENGINEER.

HALIFAX OCEAN TERMINALS.

*Rockingham to Young Avenue.*—Grading has been completed. Track laid and ballasted except final surface lift.

*Young Avenue to Halifax Harbour.*—The tracks laid last year were relined and ballasted.

*Drainage and Sewers.*—All drainage and sewerage work has been completed.

*Houses.*—Eight additional houses were moved and put into habitable condition.

*Freight Sheds.*—Temporary wooden sheds (Nos. 25 and 28) were erected on pier "A", after the explosion December 6, 1917, and roadway from Barrington street to these sheds graded.

*Bridges.*—There are fourteen overgrade bridges, two of which were completed last year and nine this year.

*Dredging.*—Basins 1 and 2, and in front of bulkhead, have been dredged to 45 feet at low water.

*Foundations.*—All completed except 22 feet at south end west quay, basin No. 2.

*Quay Wall.*—2,500 lineal feet of blockwork were built; 2,080 lineal feet of granite face work and concrete backing were built.

*Filling.*—329,000 cubic yards of filling was put in place.

*Steamship Accommodation.*—One berth has been provided which now gives four berths available. Temporary sheds, 90 feet wide and varying in length from 396 to 594 feet, have been provided in the last two years.

Considering labour conditions, difficulties of transportation and effect of disaster, fair progress with the work was made.

ROADBED AND TRACK.  
MILEAGE.

	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.	Total.
Imperial line	2 526.42	72.86	184.94	504.39	3,287.31
Western lines .....	1 455.89	5.31	104.21	143.24	1,608.65
Leased lines.....	191.75		20.63	41.74	254.12
Total	4 073.76	78.17	68.78	689.37	5,150.08



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## ROADBED AND TRACK.

MILEAGE—*Concluded.*

	Inter-colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	International Ry.	St. John and Quebec Ry.	National Trans-continental Ry.	Leased Lines.	Total.
Main line.. Miles	1,527.39	276.23	36.05	111.30	119.87	1,811.17	191.75	4,073.76
2nd main line .. "	72.86		...	...	...	5.31	...	78.17
Passing sidings .. "	132.90	7.95	1.37	1.41	3.37	141.15	20.63	308.78
Other sidings and spurs... "	413.13	29.64	4.47	4.35	4.48	191.56	41.74	689.37

## WEIGHT OF RAIL IN MAIN TRACK.

Weight.	Inter-colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	International Ry.	St. John and Quebec Ry.	National Trans-continental Ry.	Leased Lines.	Total.
50-lb.....		2.80	...	...	...	...	...	2.80
52-lb.....		95.10	...	...	...	...	...	95.10
56-lb.....	22.58	40.90	...	9.86	...	3.50	...	76.84
58-lb.....		134.20	...	...	...	...	...	134.20
60-lb.....		...	...	52.80	...	...	...	52.80
67-lb.....	228.34	1.60	...	48.40	...	1.16	...	279.50
70-lb.....	15.67	...	...	...	...	...	...	15.67
72-lb.....		...	...	...	...	...	4.34	4.34
75-lb.....		...	...	...	...	...	6.00	6.00
80-lb.....	975.08	1.63	36.05	0.24	119.87	1,811.82	181.42	3,126.10
85-lb.....	58.58	...	...	...	...	...	...	58.58
Total... ..	1,600.25	276.23	36.05	111.30	119.87	1,816.48	191.75	4,151.93



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TIE RENEWALS, BALLASTING, NEW SIDINGS, DITCHES, ETC.

	Inter-colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	Inter-national Ry.	St. John and Quebec Ry.	National Trans-continental Ry.	Leased Lines.
<i>Main Line—</i>							
New 85-lb. rails laid, miles	85.15						
New 80-lb. rails laid, miles	11.89						
Relay 80-lb. rails laid, miles	28.31						1.70
Relay 67-lb. rails laid, miles				0.45			
Relay 56-lb. rails laid, miles		0.80					
<i>Branch Lines, Main Track—</i>							
Relay 80-lb. rails laid, miles	15.42		15.09	0.24			
Relay 67-lb. rails laid, miles	2.21			0.45			
Tie renewals—main line number	370,823	39,699	5,904	15,547	250	498,729	61,130
Tie renewals—siding, number	42,264	1,896	1,653	1,335		41,145	3,082
Tie renewals—switch ties (sets)	282			17		88	
Tie plates, anchors, number	6,504					21,960	4,000
Tie plates, number	195,170						
Ballasting, miles.....	154.87	1.89	16.60	11.00		14.00	
Ditching, miles	62.25	2.00			1.30	157.60	0.62
Bank widening and trimming, miles	1.60					8.50	
Tile underdraining, miles	1.21						
Rip rap protection, lineal feet	408			778		50	
Cribwork protection, lineal feet	2,640	200	400	250			
Concrete wall protection, lineal feet	158						
Dangerous rock removed, cubic yards	1,000					In 75 cuts	
Stones, loose, cubic yards	10,000			100			
Fencing, wire, erected, miles	16.70	0.75					
Fencing, snow, erected, miles	0.60	0.40					
Fencing, snow, portable							
Sidings, passing additional, lineal feet						2,488	2.30
Sidings, business additional						9,400	
Sidings, private additional	38,766	1,300	7,930			5,914	
Sidings, passing taken up, lineal feet	11,000					21,554	
Sidings, business taken up, lineal feet							
Sidings, private taken up, lineal feet			2,000				
	27,036						

WATER SERVICE.

*Intercolonial Railway.*—Necessary facilities for watering of troop and passenger trains were installed at several terminal points.

*New Brunswick and Prince Edward Island Railway.*—A water supply was installed at Cape Tormentine.

*International Railway.*—A second-hand tank was erected at mile 87.9.

*National Transcontinental Railway.*—Water service was installed at eight stations; fourteen wells drilled. A tank was provided at Beaudet. Vapourizer attachments to gasoline pumping engines were installed at ten locations, so as to use kerosene oil instead of gasoline.

On all railways repairs were made to keep the water services in good working order.



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## BUILDINGS.

*Intercolonial Railway.*—Replaced eight stations with new buildings. One new freight shed was provided and thirty new tool houses. Also thirty-six small miscellaneous buildings.

*Prince Edward Island Railway.*—Provided two shelter stations and one stock pen.

*International Railway.*—Provided one shelter station and extended one freight shed.

*National Transcontinental Railway.*—Provided two new stations, thirteen new shelters, fifteen new tool houses, two new stock pens, one new passenger platform, ten new dwellings, one coal storage platform, nineteen buildings altered and extended, three passenger platforms extended. At Transeona, the one million bushel grain elevator was completed.

*Leased Lines.*—Bunk house at Mission rebuilt.

On all railways the necessary additions, alterations, repairs, and painting have been carried out.

## TERMINAL IMPROVEMENTS.

*Intercolonial Railway.*—Chaudière Junction: Ice-house extended for additional storage of 1,000 tons of ice, and transfer freight facilities improved. Moncton: Coal and ash-handling plant was installed at shops, and a machine for strengthening steel car frames was provided. An additional air compressor was supplied. St. John: The 500,000 bushel elevator with conveyors, etc., was practically completed. Halifax: Local freight accommodation was provided by adding to the freight shed, providing new platform and additional team tracks.

*Prince Edward Island Railway.*—Port Borden: Additional accommodation was provided in new terminal yard to the extent of  $3\frac{1}{2}$  miles. Following buildings were also erected; transfer shed, transfer platform, No. 5 station and platform, two-stall engine-house, tank pump-house, ice-house, power-house, car inspector's house and tool-house. Buildings were purchased and accommodation provided for freight handlers. Water supply was extended to provide supply for buildings and ferry.

*New Brunswick and Prince Edward Island Railway.*—Cape Tormentine: Increased siding accommodation to accommodate 100 cars was provided; also three-stall engine-house with ash pit. Ferry dock, as well as water and electric light services were completed. Sackville: Two-stall engine-house with ash pit and coal hoist was provided.

*National Transcontinental Railway.*—Transeona: Seven tracks were extended and in addition 5.47 miles of siding for elevator were provided. Fire protection system was installed and additional charging and lighting equipment for coaches installed. Graham: 500-horsepower feed water heater was installed. Cochrane: Plant for charging cars with electricity was provided. Edmundston: The rails of five sidings taken up the previous year were replaced and one additional siding provided. Steam heat for cars at passenger station was provided.

Districts 1 and 2, western lines, were provided with fire fighting tanks, fully equipped.

At Napadogan, Edmundston, and Monk the engine-house pits and tracks were extended and new ash pit provided at Edmundston.

At all terminal points the necessary repairs to wharves, tracks, buildings, etc., were made.



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## SURVEYS AND TRACK CENTERING.

On the Intercolonial, International, and National Transcontinental railways, 86 miles of track were recentered and spiralled; and on the International, track profile of 111 miles was completed.

In addition, on all railways, a number of station yards were surveyed and plans made; plans and surveys were also made where required for leases, etc.

## DAMAGE BY FLOOD.

Considerable damage was done to roadbed on Fredericton, Centreville, Truro, and Dartmouth subdivisions through freshets and extremely high tides. To prevent this the roadbed has been raised in some places and in other places the work is now under way.

At St. John the breakwater damaged by storm was repaired.

## DAMAGE BY FIRE.

On the Intercolonial Railway fire damaged fifteen stations, freight sheds, etc.

On the National Transcontinental Railway, six buildings were damaged by fire, and one trestle bridge was badly damaged.

On the leased lines a trestle bridge 180 feet long was destroyed and also the bunk-house and dining-hall at Mission.

## BRIDGES AND CULVERTS.

*Intercolonial Railway.*—Eighteen bridges were replaced with concrete slabs, and sixteen bridges replaced with concrete culverts; 187 culverts were replaced with concrete pipe and twelve bridges and culverts were replaced with cedar boxes; fourteen culverts were extended for sidings, and six new culverts placed. Four new overhead highway bridges and one subway were provided, and five overhead bridges were replaced with heavier steel.

*Prince Edward Island Railway.*—Two bridges were replaced with concrete culverts.

*New Brunswick and Prince Edward Island Railway.*—Work at replacing wooden bridge over Gaspereaux river with steel structure is under way. Twenty old culverts were replaced with concrete pipe, and two small openings filled in. Box culverts were used in several places to replace wooden stringers.

*National Transcontinental Railway.*—Four concrete pipe culverts constructed. Some open culverts, tile drains, and small bridges replaced with permanent structures.

*Leased Lines.*—Seven wooden bridges were replaced with permanent culverts, and two filled in. One trestle which was destroyed by fire was rebuilt.

All other bridges and culverts of the railways were carefully looked after, repaired and strengthened or renewed where necessary, steel or concrete being used for renewals.

## SUNDRIES.

*Intercolonial Railway.*—At Mont Joli, a longer turntable was provided, and the turntable taken from there was erected at South Devon. Turntable taken from Laurier was erected at Borden.

The turntables on all railways were repaired and painted, etc., where necessary.



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## ELECTRIC LIGHTING.

*Intercolonial Railway.*—Electric lighting was installed on existing systems extended at eighteen stations. Additional generator sets to provide power and lighting at Rivière du Loup and Truro were installed.

## SIGNALS AND INTERLOCKING PLANT.

*Intercolonial Railway.*—Mechanical train order signals were installed at four stations, one set of pneumatic crossing gates and a Hoeschen crossing bell installed.

*National Transcontinental Railway.*—An electrically operated interlocking plant was installed at Red River Bridge.

## STATION BEAUTIFICATION.

The work of station ground beautification was continued on all lines.

## DOCKS AND WHARVES.

All docks and wharves were gone over and where necessary, repairs were made.

## CAR FERRIES.

*S.S. Scotia No. 1.* New boat bridge was provided.

*S.S. Scotia No. 2.* Extra electric lighting system provided.

*Car ferry, Prince Edward Island:* The car ferry *Prince Edward Island* was put into service between Cape Tormentine and Port Borden.

## SUNDRIES.

Generally speaking, the roadbed, buildings, wharves, etc., received necessary running repairs, and work necessary to keep the road in good physical and efficient condition was performed.

## HALIFAX EXPLOSION.

On December 6, at 9.02 a.m., the greater part of the Canadian Government Railways' property, at Halifax, was either completely destroyed or badly damaged, by the explosion of the French munition ship *Mont Blanc* which was rammed and set on fire by the Belgian Relief ship *Imo*, when passing one another in the Narrows. The munition ship was abandoned by her crew immediately after being rammed, and, drifted in close to the shore, exploding when almost abreast of pier No. 6 at Richmond. The following is a brief description of the extent of the damage to railway property:—

## BUILDINGS AND WHARVES.

*At Deepwater Terminals.*—A large hole was blown through the grain elevator, the roof lifted clear and dropped back in a different position, and portions torn away. The machinery in the elevator, power-house and conveyor was seriously damaged.



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On new concrete pier No. 2, the doors and steel frame windows were blown in, and the partitions on second floor of building collapsed. The heating plant in connection with this pier was badly damaged, allowing the pipes throughout the pier to freeze and burst.

On pier No. 3, the windows and doors were blown in, and practically all the roof trusses on the north side of the shed were broken.

The head of pier No. 4 was badly damaged, and the shed on this pier collapsed.

The inward and outwards freight shed had the roof lifted up and parted at the ridges in several places, and several holes were driven through the roof by falling iron. All the windows and doors were badly damaged.

The carpenters' shop and trackmen's office were destroyed, and carmen's shanty damaged.

*At North Street.*—Half the roof of the train shed collapsed, and the remainder had to be taken down. The roof of the station was lifted and badly damaged and doors, windows and partitions blown out. The tower was shattered and had to be taken down. The umbrella roof between station and stairway collapsed, and walls and roof of the latter were badly damaged.

The roof of the power-house and heating plant was blown in and plant seriously damaged, allowing all pipes in the vicinity not destroyed by the explosion to freeze and burst.

The roof of D. A. R. freight shed was blown in and building otherwise seriously damaged.

The windows, doors, walls, and roof of three car-cleaning buildings and mail and express building were badly shattered.

Trackman's tool-house was destroyed, and two switchmen's shanties badly damaged.

*At Richmond.*—Piers No. 6 and 8 were completely destroyed, even the piles being blown away. The east end of pier No. 9 was blown away and shed destroyed, and the crib walls of pier No. 7 were badly damaged.

Richmond station, carpenter shop, carmen's, customs, stevedores' and other small buildings, including the cattleshed and stock pens, were completely destroyed. The roof of the water tank was blown off, and holes caused by flying iron made through the tub; windows and door destroyed, and half the bottom casing blown away. The steel overhead foot-bridge was picked up and thrown on its side and completely destroyed. The scale house was blown away, and the track scales were slightly damaged. The two railway houses here were totally destroyed.

*At Willow Park.*—In the oil-stores building, the windows and doors were badly damaged. The stores and office building had windows destroyed and inside partitions moved and roof damaged.

The planing-mill had windows all destroyed and doors damaged; also some damage to machinery.

The windows in the car shop were all destroyed, and the doors and roof badly damaged.

In the machine shop and roundhouse the windows, doors, and roof were completely destroyed, and it was found necessary to abandon two sections of the latter. The roof of the water tank was blown in, allowing debris to get into the pipes, stopping the flow of water. The railway house here was almost totally destroyed.

*At Fairview.*—The four railway houses had windows, doors, and roofs badly damaged. Small brick building for electrical regulator was badly damaged, and roof torn off.

*At Rockingham and Bedford.*—The stations had windows blown out, and doors damaged and chimneys badly shaken.



## SESSIONAL PAPER No. 20

*At Waverly.*—The windows had considerable glass blown out.

*Tuft's Cove.*—Shelter was completely destroyed.

*Dartmouth.*—The roof and one end was blown from the engine-house, and the building badly shattered. The freight shed had windows and doors blown out and walls badly damaged. The station had windows and doors damaged, roof lifted out of place, centre partition started from outside walls and chimney blown down. The trackman's tool-house was destroyed.

*At Halifax Ocean Terminals.*—Windows and doors were damaged in sheds 23 and 24. The windows of Halifax Ocean Terminals offices were damaged. The seven single and one double house on Atlantic street had windows, doors, and chimneys damaged. The two large houses on Young avenue and the one on Barrington street had windows and doors damaged.

## ROADBED AND TRACK.

Through Richmond yard and between Richmond and North street all tracks were damaged and covered with debris, and train operation entirely suspended. At Richmond in the vicinity of piers 6, 7, and 8 the greatest damage to roadbed and tracks occurred. All the rails and fastenings on the decks of piers 6 and 8 were lost in the water, but may be recovered. Heavy steel cars were blown from the tracks in the yard, taking rails with them in many cases and bending and twisting them like hoops. The force of the explosion was like an earthquake in its effect on the tracks in the yard. Many tracks were thrown out of line. The great wave which followed washed up from the bottom of the Narrows all kinds of debris, mud, and boulders which covered the tracks to a considerable depth.

The following is a statement of all track material lost and destroyed by the explosion at Richmond:—

*Rails and Fastenings.*

8,000 lineal feet 80-lb. rail.....	95.2 tons.
266 pairs angle bars 80-lb.....	5.9 "
1,064 bolts and nuts.....	0.7 "
29 boxes of track spikes.....	2.9 "
	<hr/>
	104.7 "

*Switch Material.*

8 sets of 80-lb. switch points.
8 Burpee switch stands and fastenings.
12 Rigid No. 8 frogs.
12 sets guard rails.

On the Dartmouth side between Stairs and Black Rock siding the sea wall was washed away in several places, and 200 feet of track at Black Rock was undermined about two feet.

## RESTORATION.

Immediately following the accident, rail communication was opened up by diverting traffic at Fairview to the Ocean terminals. Work of clearing and repairing tracks between Richmond and North street was started, and by December 9 two tracks had been completed allowing operation into North Street station. The main tracks at other places, where damaged, were also repaired at once and communication restored. Railway telegraphic communication to North street was restored by the night of December 8.

An organization known as Canadian Government Railways, Halifax Restoration, was formed to carry out the work of reconstruction. This organization took in hand the work of repairing and rebuilding all damaged tracks, buildings, and other property belonging to the railway in Halifax, Richmond, Fairview, Dartmouth, and at the request of the Department of Naval Service, looked after the reconstruction of the naval dockyard.



9 GEORGE V, A. 1919

It was decided that the old wharves and sheds at Richmond would not be reconstructed, but that new sheds and wharves would be provided at the new docks under construction at the Halifax Ocean Terminals. The new sheds decided upon are of wooden construction, built on pier "A" and numbered 25 and 28, shed 25 being 594 feet long by 90 feet wide, and shed 28 being 550 feet long by 90 feet wide. These buildings were also constructed under the supervision of the restoration organization.

The following is a list of the work undertaken and carried out by the Canadian Government Railways, Halifax Restoration, showing the dates the various works were started and percentages completed to March 31st, 1918:—

The greater part of the works so far undertaken by the Canadian Government Railways towards restoration of damage done is, in most cases, 100 per cent complete. The work of restoration of H.M.C. Dockyards is also about 95 per cent completed.

The number of men employed on railway and dockyard works was 457 in December, 1917; 1,418 in January, 1918; 1,097 in February, and 605 in March, 1918.



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REPORT OF THE AUDITOR,  
STORES AND MECHANICAL ACCOUNTS.

## Locomotives—

Purchased on capital account, 112; 98 were new and 14 secondhand.

## Passenger Cars—

Purchased on capital account, 53: 2 sleepers, 13 parlor, 2 dining, 10 first-class, 10 second-class, 3 postal, 13 baggage, all secondhand.

## Freight Cars—

Purchased on capital account, 6,152: Box cars, new, 5,079; refrigerator, new, 100; stock, new, 876; flat, secondhand, 25; hart, secondhand, 72.

## Freight Cars—

Purchased on equipment renewal account: box cars, secondhand, 119; flat cars, secondhand, 24; gondola cars, secondhand, 670; hart cars, secondhand, 14.

## Work Equipment—

Purchased on capital account, 7: 1 60-ton steam shovel, secondhand; 1 Jordan spreader, secondhand; 1 Ledgerwood unloader, secondhand; 1 centre ballast plough, secondhand; 1 side ballast plough, secondhand; 1 5-ton crane, new; 1 Marion ditcher, new.

## GENERAL STATEMENT of work done in the Canadian Government Railways' shops for year ended March 31, 1918.

## Locomotive Department—

447 locomotives received repairs; 23 converted to superheat. Steam shovels, ditchers, unloaders, pile drivers, and other machinery received the necessary repairs.

## Car Department—

Two fire-fighting cars, 2 outfit cars, 5 cinder cars and 2 wrecking outfits were constructed; 37 flat and box cars were converted from standard- to narrow-gauge for Prince Edward Island Railway; 5 cars fitted up for auxiliary outfits, steam shovels, and ditchers; 385 other cars were either rebuilt or converted to other styles, as follows: Postal to baggage, 2; sleeper to baggage, 4; express and baggage to refrigerator, 5; box to caboose, 51; box to pulpwood, 210; box to flanger, 3; box to boarding, 2; flat to pulp racks, 105; flat to flanger, 3.

Other cars of all descriptions were also brought into proper condition for traffic.

In the Halifax disaster, 37 foreign cars and 26 Government Railways cars were destroyed and equipment was damaged as follows: Government Railways locomotives 4, passenger equipment 103 cars, freight and work equipment 141; foreign lines; passenger equipment 9, freight equipment 223.



9 GEORGE V, A. 1919

CANADIAN GOVERNMENT RAILWAYS.

EASTERN AND WESTERN LINES.

STATEMENT, showing number of locomotives, and the various classes of other rolling stock on the line, March 31st, 1917, and March 31st, 1918.

	Passenger Cars.														Freight Cars.														
	Locomotives.	Parlor Cars.	Dining Cars.	Colonist Cars.	First-Class Passenger Cars.	Second-Class Passenger Cars.	Postal Cars.	Refrigerator Cars.	Hospital Cars.	Vision Test Cars.	Box Baggage Cars.	Air Brake Instruction Cars.	Steam Motor Car.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Oil Tank Cars.	Hopper Cars.	Coal Cars.	20-ton Coal Cars.	Flat-bottom Steel Dump Cars.	Stock Cars.	Flat Carriage Dump Cars.	Pulpwood.	Flat Cars.	Carbide Cars.	Total Freight Cars.	
1 On and serviceable and running, March 31, 1917.	117	102	12	29	73	173	100	40	81	10	1	26	1	1	649	10,449	189	2,980	55	563	4	163	528	366	647	222	4	281	16,452
2 To be replaced, March 31, 1917.															247	9	517	1	188	1	211		19		5		21	1,219	
3 Total equipment, March 31, 1917.	547	102	12	29	73	173	100	40	81	10	1	26	1	1	649	10,496	198	3,497	56	751	4	374	528	385	647	227	4	302	17,671
4 Purchased and built on Equipment																													
5 Purchased and built on Equipment																													
6 Purchased and built on Equipment																													
7 Purchased and built on Capital, new	98														119	100	24											827	
8 Purchased and built on Capital, second															5,079								876	14				6,055	
9 Purchased and built on Capital, second																													
10 Purchased and built on Capital, second																													
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Total to be replaced, March 31, 1918. . .	23	3	2	53	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	7	13	1	2	27	5	71	134	20	1	49	579
Add serviceable and repairing. . . . .	23	3	2	53	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	7	13	1	2	27	5	71	134	20	1	49	579
Total equipment, March 31, 1918. . .	23	3	2	53	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	7	13	1	2	27	5	71	134	20	1	49	579



PRINCE EDWARD ISLAND RAILWAY.

Statement showing the number of locomotives and the various classes of other rolling stock on the line, on March 31, 1917, and March 31, 1918.

	Passenger Cars.										Freight Cars.								Work Cars.				
	Locomotives.	First-Class Passenger Cars.	Second-Class Passenger Cars.	Combination Second-class and Passenger Cars.	Refrigerator Cars.	Postal and Smoking Cars.	Combination Postal and Refrigerator Cars.	Refrigerator Cars.	Refrigerator Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Stock Cars.	Oil Tank Cars.	Halt Convertible.	Coal Cars.	Platform Cars.	Vans.	Total Freight Cars.	Snow Ploughs.	Flatcars.	Steam Shovels.	Total Work Cars.
Total Equipment, March 31, 1917.....	22	18	9	2	3	4	3	6	45	308	3	28	1	15	11	150	4	3	519	9	8	1	18
Condemned and destroyed during year—Nil.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rebuilt during year—Nil.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To be replaced, March 31, 1918.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add. serviceable and repairing.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Equipment, March 31, 1918.....	22	18	9	2	3	4	3	6	46	308	3	28	1	15	11	150	4	3	519	9	8	1	18



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## CANADIAN GOVERNMENT EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.

STATEMENT of Receipts and Expenditure during the year ended March 31, 1918.

Credit balance on June 30, 1917.....	\$ 62,647 42
The total receipts for the year from all sources were.....	186,143 08
	248,790 50
The total expenditures were.....	179,320 84
	69,469 66
Leaving a credit balance of.....	12,050 00
Less estimated outstanding liabilities.....	
	57,419 66
Net surplus, June 30, 1918.....	

### SICKNESS AND ACCIDENT FUND.

The expenditures in this fund last year were \$53,556.97, and this year they are shown to be \$74,292.78, an increase of \$20,735.81. A credit balance of \$47,586.18 is shown in this fund on June 30, 1918.

### TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditures in this fund during the year are shown to have been.....\$ 17,990 33

### DEATH AND TOTAL DISABILITY FUND.

This statement shows that one hundred and eighty-six death and total disability claims were assessed and paid during the year.

Eighty-eight death claims due to natural causes, aggregating.....	\$ 35,500 00
Fifty-eight death claims due to accidental injuries, aggregating.....	24,750 00
Thirty-seven death claims due to war, aggregating.....	14,250 00
	74,500 00
Three total disability claims, aggregating .....	750 00
	75,250 00
Amount paid last year from this fund was.....	52,000 00

C. B. TRITES,

*Secretary.*

W. P. SEARS,

*Auditor.*

The Death and Total Disability, also the Temporary Employees' Accident Funds show 212 death claims during the year, the largest number of deaths in any one year during the history of the association. Of this number 59 were killed or died as a result of injuries in the Halifax disaster.

Number of employees entered military service from August 4, 1914, to March 31, 1918:

Eastern Lines.....	1,308
Western Lines.....	342

Total..... 1,650

Of this number (1,650) 99 have been reported killed in action, died of wounds, etc., 82 of whom were from Eastern Lines and 17 from Western Lines. The claims aggregating are as follows:—

46 regular members, Halifax disaster.....	\$ 21,000 00
13 temporary members, Halifax disaster.....	3,250 00
37 regular members, on military service.....	14,250 00
	\$ 38,500 00

C. B. TRITES,

*Secretary.*



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STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1918.

Amount of premiums collected from the Canadian Government Railways' pay lists .. .	\$	158,225 40
Premiums collected from railways' vouchers.....		130 24
Annual contributions from the Canadian Government Railways.....		15,000 00
Canadian Government Railways' cash premiums.....		41 41
Total .. .	\$	173,397 05

S. L. SHANNON,  
*Comptroller and Treasurer Can. Govt. Rys.*



SESSIONAL PAPER No. 20

# INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditures during the year ended March 31, 1918.

Balance at the credit of the Fund on March 31, 1917.....	\$	343,553 72
The contributions made by the employees during the year, being one and one-half per cent of their monthly salary and wages, were.....	\$	197,688 90
The contributions made by the Canadian Government Railways were.....		100,000 00
		<hr/> 297,688 90
Amounts received for refunds, etc.....		459 73
Interest accrued (at three per cent).....		9,227 07
	\$	<hr/> 650,929 42
The amount contributed by the employees is shown to exceed by \$97,688.90, the amount contributed by the railways.		
By reference to Section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the Fund in any one year must not exceed \$100,000.		
The Expenditures were:—		
For retiring allowances.....	\$	276,890 14
For contributions refunded in cases of deceased employees.....		7,227 92
For contributions refunded which were deducted in error.....		13,006 43
For contributions refunded to discharged employees, etc.....		280 92
Medical examinations for probationers entering the service, etc.....		3,296 00
Medical examinations for employees retiring from service.....		21 30
For Election Expenses.....		361 43
For Salaries and Travelling Expenses, Secretary's office, and proportion of salary Chief Medical Officer.....		7,231 17
For Board Members—Time lost and travelling expenses.....		26 80
For Stationery, Printing, Postage, etc., etc.....		1,788 40
		<hr/> 310,130 51
Balance to the credit of the Fund on March 31, 1918.....	\$	340,798 91
It will be noted by the above Statement of Receipts and Expenditures that the amount of the contributions received from the Railways and from the Employees during the year, were.....		
	\$	297,688 90
And the Expenditures were.....		310,130 51
Showing that during the year the Expenditures exceeded the Receipts by....		12,441 61
The gross surplus, including interest, to the credit of the Fund on March 31, 1918, was.....		340,798 16

C. A. HAYES,  
*Chairman.*

C. B. TRITES,  
*Secretary.*







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<i>National Transcontinental Railway.</i>					
To Cost of National Transcontinental Railway to March 31, 1917 . . . . .		163,797,783 66			
Construction and betterments . . . . .		870,615 08			
To pay claims for Right-of-Way . . . . .		209,575 57			
1,080,190 65					
<i>C.R.</i>					
Previous years expenditure . . . . .		690,153 19			
164,488,236 85					
<i>Canadian Government Railways.</i>					
Rolling stock . . . . .		24,392,985 80	1918.	By Dominion of Canada . . . . .	194,964,821 88
		327,231,381 77			327,231,381 77



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# CANADIAN GOVERNMENT RAILWAYS. REVENUE ACCOUNT, Year ended March 31, 1918.

Expenses.	\$	cts	Earnings.	\$	cts
Maintenance of way and structures.....	7,452,500	05	Freight earnings.....	20,307,932	03
Maintenance of equipment.....	5,816,510	34	Passenger earnings.....	6,861,445	32
Traffic expenses.....	442,456	42	Mails and express earnings.....	1,183,873	99
Transportation—Rail line.....	17,478,204	13			
Transportation—Water line.....	398,869	54		28,353,251	34
Miscellaneous operations.....	440,649	32	Less miscellaneous earnings.....	1,176,732	76
General expenses.....	559,605	62			
Rental of leased lines:—				27,176,518	58
Vale railway.....	1,200	00	Balance.....	6,082,969	44
International Railway					
of New Brunswick..	90,000	00			
Transcontinental Rail-					
way.....	600,000	00			
New Brunswick and					
Prince Edward Is-					
land Railway.....	2,692	60			
		00			
	33,259,488	02		33,259,488	02

# CANADIAN GOVERNMENT RAILWAYS. GENERAL BALANCE Year ended March 31, 1918.

Dr.	\$	cts.	Cr.	\$	cts.
To general stores.....	6,205,809	45	By Dominion of Canada.....	9,285,244	01
Cash.....	7,805	98	Equipment renewal accounts.....	998,364	17
Auditors suspense.....	333,143	57	Canadian Government Railways...		
Cash in transit.....	30,246	74	Employees provident fund.....	340,798	91
Loss and damage freight suspense.....	4,274	71	Fire renewal account.....	202,905	74
Unclaimed freight.....	4,019	65	Rail renewal account.....	342,083	04
Receiver General provident fund			Apprentice fund.....	1,786	28
account.....	2,207,365	00	Expenditure for road and equip-		
Receiver General, unclaimed wages	5,453	06	ment—Suspense—Stores—Inter-		
Receiver General, medical fund...	35,193	76	national Railway.....	18,672	95
Receiver General, apprentice fund...	2,697	98	Expenditure for road and equipment		
Rail loan account.....	99,025	14	suspense—Overseas rails.....	1,019,596	46
Station agents.....	698,118	20	Freight in transit.....	94,772	70
Commissary stock—Newcastle			Individuals and companies ledger		
restaurant.....	571	17	suspense.....	83,270	56
Commissary stock—St. John res-					
taurant.....	544	70			
Commissary stock.....	932	08			
Expenditure for road and equip-	29,250	12			
ment—Suspense—Stores—Inter-					
national Railway.....	2,666	67			
Expenditure for road and equip-					
ment suspense—Improvements at					
Fredericton.....	2,905	21			
Expenditure for road and equip-					
ment suspense—St. John and Que-					
bec Railway.....	2,775	45			
Expenditure for road and equip-					
ment suspense—Vale Railway...	13,575	71			
Branch lines aid suspense.....	148,431	61			
Victory Loan suspense.....	3,285	00			
Employees medical fund.....	13,024	68			
Individuals and Companies ledger...	1,781,213	96			
Traffic ledger.....	490,057	79			
Rents ledger.....	3,003	10			
Car service ledger.....	12,983	47			
Advances.....	210,000	63			
	12,387,494	82		12,387,494	82



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**CANADIAN GOVERNMENT RAILWAYS.**  
**GENERAL STORES ACCOUNT, Year ended March 31, 1918.**

Dr.	\$ cts.	Cr.	\$ cts.
To Balance March 1, 1917	1,878 92 73	By Issues during year ended March 31, 1918	\$14,750,902 00
Purchases during year ended Mar. 31, 1918.....	15,403,557 91	Sales of material, fuel, etc.....	2,634,655 01
Charg. from other departments....	3,770,338 46	Sales old material..	675,366 36
Labour.....	159,917 77		18,060,023 37
Staff pay rolls ...	122,915 91	Balance—	
	19,447,700 08	Ordinary stores, including fuel.....	4,971,512 90
		Roadway and bridge material..	1,234,296 55
			6,205,809 45
	24,265,832 82		24,265,832 82

**CANADIAN GOVERNMENT RAILWAYS.**

**STATEMENT OF CASH RECEIVED, Year ended March 31, 1918.**

Dr.	\$ cts.	Cr.	\$ cts.
To Balance on hand April 1, 1918....	0 02	By Amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1918.....	34,431 083 63
Amounts received during the year and credited as follows:—		Leaving a balance on hand at March 31, 1918, as follows.....	7,805 98
Station agents....	21,323,842 40		
Traffic ledger.....	7,960,885 18		
Car Service ledger	262,582 32		
Individuals and Company ledger	4,147,202 96		
Rental ledger.....	41,146 22		
General ledger....	688,230 51		
	34,438,889 59		
	34,438,889 61		34,438,889 61

**CANADIAN GOVERNMENT RAILWAYS.**

**RAIL RENEWAL ACCOUNT.**

	\$ cts.
On April 1, 1917, there was a balance to the credit of the Rail Renewal Account of.....	342,083 04
During the year no charges have been made against this account	
Leaving a credit balance to the credit of the Rail Renewal Account on March 31, 1918, of..	342,083 04

**CANADIAN GOVERNMENT RAILWAYS.**

**FIRE RENEWAL ACCOUNT.**

	\$ cts.
On April 1, 1917, there was a balance to the credit of the Fire Renewal Account of.....	297,442 59
There has been charged during the year against the above amount.	94,536 85
Leaving a credit balance to the credit of the Fire Renewal Account on March 31, 1918, of..	202,905 74



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CANADIAN GOVERNMENT RAILWAYS.  
EQUIPMENT RENEWAL ACCOUNT.

	Dr.	Cr.
	\$ cts.	\$ cts.
There was a credit balance at April 1, 1917, to the credit of Equipment Renewal Account		1,661,208 89
Cash received from sale of old rolling stock.....		58 236 66
		1,699,445 55
There has been charged during the year against the above account for Rolling Stock purchased:—		
24 Second-hand Platform Cars.....	9 00	
14 Second-hand Hart Cars.....	11,200 00	
132 Second-hand 35-ton Gondola Cars.....	46,284 82	
94 Second-hand Wooden Hopper Cars.....	1 029 62	
119 Second-hand Wooden Box Cars.....	58 741 20	
142 Second-hand 40-ton Coal Cars.....	61,770 00	
Inspecting and freight charges.....	1,530 33	
	63,300	
Rolling Stock purchased in 1915-16 and 1916-17 charged to Consolidated Revenue Fund Account now transferred:—		
200 30-ton Stock Cars.....	187,000 00	
20 30-ton Hart Cars.....	9 000 00	
52 40-ton Hart Cars.....	41,300 00	
132 40-ton Hart Cars.....	81,725 00	
51 30-ton Flat Cars.....	4,960 00	
61 30-ton Flat Cars.....	9,760 00	
Changing Centre Dump to Side Dump Cars.....	907 40	
Changing Commissary to Combined Commissary and Dining Cars.....	218 68	
Repairs and attendance to 12 second-hand Sleeping Cars.....	10,417 73	
Repairs and attendance to eight second-hand Sleeping Cars.....	7,404 15	
Repairs to second-hand Passenger Cars, equipment purchased.....	7,048 07	
Alteration of second-hand Parlor Car purchased....	1,532 72	
Alteration of Tourist Car purchased.....	1,420 77	
Repairs and freight charges on Tourist Car No. 1152.....	339 32	
Freight charges on Passenger Cars purchased.....	347 90	
Changing two Parlor and Sleeping Cars to Baggage Cars.....	2 288 86	
Changing three Flat Cars to Yard Flangers.....	1 143 81	
		701 084 48
Leaving a credit balance to the credit of Equipment Renewal Account on March 31, 1918.....		998,364 17

NEW BRUNSWICK & PRINCE EDWARD ISLAND RAILWAY.  
RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	Dr.	\$ cts.	1918.	Cr.	\$ cts.
Mar. 31	To rental of New Brunswick and Prince Edward Island 1, 1916, to August 1, 1917— 273 days, at 4% on \$90,000	602 00	Mar. 31	By Dominion of Canada	2,692 00
		2,692 00			



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## INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

## RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	\$	cts.	1918.	CR.	\$	cts.
Mar. 31	To rental of International Railway of New Brunswick from February 1, 1917, to January 31, 1918..			Mar. 31	By Dominion of Canada		
			90,000 00				90,000 00
			90,000 00				90,000 00

## TRANSCONTINENTAL RAILWAY.

## RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	\$	cts.	1918.	CR.	\$	cts.
Mar. 31	Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1917, to March 31, 1918, inclusive, at \$50,000 per month			Mar. 31	By Dominion of Canada		
			600,000 00				600,000 00
			600,000 00				600,000 00

## VALE RAILWAY.

## RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	\$	cts.	1918.	CR.	\$	cts.
Mar. 31	To amount paid Acadia Coal Co. for one year's rental of the Vale Railway from May 1, 1916, to April 30, 1917			Mar. 31	By Dominion of Canada..		
			1,200 00				1,200 00
			1,200 00				1,200 00

## ST. JOHN AND QUEBEC RAILWAY.

## REVENUE ACCOUNT, Year ended March 31, 1918.

Expenditure.	\$	cts.	Earnings.	\$	cts.
Maintenance of way and structures..	46,669	76	Passenger	29,993	11
Maintenance of equipment	6,744	29	Freight	55,011	55
Traffic	3,162	93	Mails and express	2,999	22
Transportation—Rail line...	80,713	93			
General	3,681	52			
			Less—Miscellaneous.....	88,003	88
	140,972	43		23,565	59
Rental (Income Account).....	71,726	24		61,438	29
			Balance	148,260	38
	212,698	67			212,698 67



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ST. JOHN AND QUEBEC RAILWAY.  
GENERAL BALANCE, Year ended March 31, 1918.

Dr.	\$ cts.	Cr.	\$ cts.
To Individuals and Companies ledger	2 627 70	By Dominion of Canada	5 647 63
Station agents	47 67	Rents ledger.....	9 90
Auditor's expenses	221 21	Freight in transit.	1 665 55
Station agents	1 425 08		
Province of New Brunswick....	2 977 51		
Traffic ledger.....	23 91		
	7 323 08		7 323 08

ST. JOHN AND QUEBEC RAILWAY.  
STATEMENT OF CASH RECEIVED, Year ended March 31, 1918.

Dr.	\$ cts.	Cr.	\$ cts.
To Balance on hand April 1, 1917..	Nil.	By amounts deposited to the credit	
Station agents..... \$ 95,350 66		of the Honourable Receiver	
Traffic ledger..... 13,010 22		General of Canada during the	
Individuals and Com-		year ended March 31, 1918....	116,457 36
panies ledger..... 7,986 58			
Rents ledger..... 109 90			
	116 457 36		
	116 457 36		116,457 36

ST. JOHN AND QUEBEC RAILWAY.  
STORES ACCOUNT, Year ended March 31, 1918.

Dr.	\$ cts.	Cr.	\$ cts.
To Balance March 31, 1917	104 84	By Issues during year ended March	
Purchases during year		31, 1918.	515 13
ended March 31,		Subscribed material	4 06
1918.	40 84		
Charges from other			
departments	74 00		
	104 84		
	500 13		500 13



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## APPENDIX III

REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF  
THE DEPARTMENT.

OTTAWA, April 1, 1918.

## CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu River, from its junction with the St. Lawrence at Sorel to Lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton Island and the Atlantic Ocean.

With the exception of the Trent canal, where the construction of an extension to the present system is still in progress, the work executed on the various canals during the past season has been almost wholly in the nature of improvements and repairs to existing works.

## LACHINE CANAL.

Traffic was carried on uninterruptedly during the entire season. Among the more important items of work performed might be mentioned the overhauling of a number of spare lock gates at Wellington Basin, and the reconstruction of two guide booms above Côte St. Paul and St. Gabriel locks. Certain repairs which had to be made to the bascule bridge at Rockfield necessitated the raising of the bridge in August, 1917, and keeping it out of commission until the opening of navigation this season.



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## SOULANGES CANAL.

This canal was operated without interruption during the entire season. A small road bridge at St. Fereol, and another at St. Antoine, were built in concrete to replace existing bridges. An incandescent system of electric lighting for the canal has replaced the former arc lighting system.

## ST. ANN'S LOCK.

The repairs made to this lock were all of a minor nature. The old lockman's house, which had fallen into a bad state of repair, was taken down and rebuilt in a more suitable location. No interruptions to traffic occurred.

## ST. OURS LOCK.

Only such repairs as were necessary for the general maintenance of the lock were performed. No delays to traffic were experienced.

## CARILLON AND GRENVILLE CANALS.

The canal gate lifter was rebuilt and two spare gates at lock No. 4 were taken apart and reconstructed. Traffic was maintained without interruption.

## CHAMBLY CANAL.

General repairs were made to a section of roadway on the west side of the canal for a length of nearly one mile. Two pairs of lock gates were rebuilt.

## BEAUHARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907 and is, with the exception of a few minor works connected with it, no longer under the control of the department. A small amount of general repair work was done on the Hungry Bay dyke, and the ditches on the reserve land have been kept clear of obstructions.

## CORNWALL CANAL.

During the entire season, this canal was operated without accident or interruption to traffic.

Among the more important repairs and improvements carried out during the year the following may be mentioned: the underpinning with concrete of about 75 feet of the southeast retaining wall below lock No. 18, an extension built by the town of Cornwall to their pumphouse west of lock No. 18, the construction of about 2,000 feet of stone underdraining in the new service ground near old lock No. 17, the rebuilding of 300 feet of stone protection wall below lock No. 20, the making of temporary repairs, which are now being made permanent to take care of a cave-in which occurred on the south canal bank a short distance above the upper dam, and which extended for a distance of 50 feet. In addition to the foregoing the usual repairs and improvements of a minor nature, such as rebuilding of gates, the construction of mooring posts, the resetting of coping stones, etc., were carried out.

## FERDINAND POINT CANAL.

Extensive repairs were made to the acetylene gas tank.



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## RAPIDE PLAT CANAL.

About 1,100 feet of stone protection wall along the south bank was rebuilt, and on the north bank 800 feet. At lock No. 23, a brick chimney was erected on the lock house, and electric lights installed in place of the former coal oil lights.

## GALOPS CANAL.

On the south side, west of Iroquois, 350 feet of stone protection wall was rebuilt. Near the Iroquois power-house, 100 feet of dry masonry on the south side of the government ditch was taken down and rebuilt. General repairs were also made to the concrete walls of the government ditch. At Cardinal, 860 feet of tile drain was laid along the government road west of the swing bridge. The usual minor repairs also received attention.

## MURRAY CANAL.

About 7,600 feet of stone protection wall was repaired and partially rebuilt. The highway along the north side of the canal was thoroughly repaired, about 300 yards of gravel being placed on it. General repairs to bridges, culverts, ditches, etc., were attended to as usual.

## RIDEAU CANAL.

General repairs of a similar character to those of previous years were carried out during the past season. Traffic was maintained without interruption. The following more extensive repairs and improvements may be noted: At Pretoria Avenue, Ottawa, a new steel lift bridge was constructed over the canal to replace the former bridge near the same site. At Black Rapids, a considerable portion of the lock was taken down and rebuilt in cut-stone masonry. A lay-by pier, 140 feet long, was built at Burritt's Rapids. At Newboro lock, the breast-work above the lock, formerly of cribwork, was rebuilt in concrete. A new storehouse was built at Jones' Falls. Heavy repairs were made to the masonry of the upper lock at Brewer's Lower Mills.

## TRENT CANAL.

The route of the Trent canal, as now in operation and under construction, lies between Trenton on the Bay of Quinté, where direct connection is made with Lake Ontario, and Honey Harbour on Georgian Bay, from which port the waters of the upper great lakes are at once accessible. The portion of the canal now under construction lies between Lake Couchiching and Georgian Bay.

*Canal in Operation.*

That portion of the canal which lies between Trenton and Rice Lake is now practically completed, and it is expected that it will formally be opened for general traffic early in the coming season; the extent of the canal now in operation, or ready for operation, may therefore be stated as about 200 miles, or between Trenton and Washago. In addition to this, other channels maintained would approximate a total of 90 miles.

On those portions of the canal which have been under regular operation, various improvements and repairs were made, among which the following may be mentioned as the more important: Dredging was carried on at Robinson's Island bar, at Yankee Bonnets and near Bobeaygeon. The Kanesis dam was rebuilt in timber, and the decks of the Hawk River and Drag Lake dams were renewed. At Peterboro an oil shed of concrete block construction was erected. There were no serious delays to traffic during the entire season.



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*Canal Under Construction.*

*Ontario-Rice Lake Division.*—Under this division is included the portion of the canal which lies between Trenton and the easterly end of Rice Lake, a total distance of  $56\frac{1}{2}$  miles. As already noted, this section of the canal is now practically completed, and will be opened for traffic early next season. A detailed description of the various works comprised in its construction and other matters of general interest will be found in last year's report, and also in the reports of several preceding years. The entire work when fully completed will have cost slightly over five million dollars.

*Severn Division.*—Under this division is included the portion of the canal between lake Couchiching and Port Severn, on Georgian Bay, a total distance of 43 miles. In this distance there will be included 4 miles of canal,  $5\frac{1}{4}$  miles of subaqueous channel, and  $33\frac{3}{4}$  miles of deep-river and lake navigation. The rise of about 139 feet between the level of Lake Huron and that of Lake Couchiching will be overcome by five locks. For the regulation of the river levels, fifteen dams will be required. The route of the canal will be crossed by eight steel bridges, five for highway and three for railway traffic. Five of these bridges will be fixed spans, and the remainder swing spans. For construction purposes this division has been subdivided into four sections or contracts known as sections 1, 2, and 3, and the Port Severn section. Section 1 is not yet under contract, and it is not likely that tenders on it will be called for until after the close of the war. The work to be undertaken will include the construction of three locks and two regulating dams, and will extend from deep water in Georgian Bay, near Island No. 181, 17 miles easterly, to a point a little above the Big Chute near the mouth of the Severn River. Section 2, now under contract, extends from the Big Chute to a point above McDonald's Rapids, a distance of  $11\frac{1}{2}$  miles. The work included in the contract comprises principally the construction of a dam at Pretty Channel, a dam, lock, and power-house at Swift Rapids, and the reconstruction of the Canadian Northern Railway bridge at Ragged Rapids. The dam at Pretty Channel was completed towards the close of 1915. The dam at Swift Rapids was completed near the close of navigation last season. Since the completion of this dam, the elevation of the water in the river between Swift Rapids and Ragged Rapids has been raised  $47\frac{1}{2}$  feet. The power-house at this point has been completed and all machinery installed, and it is expected that the plant will be in operation within a few days. Work on the lock has been proceeding satisfactorily. The excavation for the lock pit is about completed. The concrete work of the lock and the entrance piers is now about two-thirds completed. The upper entrance piers, breast wall, and gate recess walls have been finished, and work on the side walls is well advanced. The swing span of the bridge at Washago for the crossing of the Canadian Northern Railway was completed during the year. The girder approach at the west end has not yet been erected, and the completion of the railway diversion on either side of the bridge has been delayed for want of rails. No further work was done on the substructure of the Ragged Rapids bridge. Section 3, which is about  $15\frac{1}{4}$  miles in length, extends from the easterly end of section 2 to deep water in Lake Couchiching. The contract for the work to be undertaken includes the construction of a lock just north of Lake Couchiching, two highway swing bridges, one railway swing bridge, and several small dams near Washago, as well as a large amount of rock and earth excavation. Owing to the conditions resulting from the European War, a surrender of the contract was effected on 1st December last. Of the total amount of work to be performed under the contract, a little more than half has now been completed. Of the work thus far carried out, the following items are among the more important: The excavation for the Couchiching lock is practically completed, and the concrete work on the upper entrance piers, breast, and recess gate walls is well advanced.



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The dredging of the channel in Lake Couchiching is nearly completed. The canal cut across country, from the Muskoka Road bridge to the river, is well advanced. The highway bridge at Muskoka Road is completed and now in use. The construction of the pivot pier only at the Hamlet Highway crossing of the canal has thus far been carried out. The swing bridge for the crossing of the Canadian Northern Railway is complete, except for the erection of the fixed spans at the west end.

## WELLAND CANAL.

During the past year the canal was in operation for a period of eight months. A total of 2,816 vessels passed through it, showing a considerable increase in traffic over both the years immediately preceding. Of the various repairs and improvements carried out during the year, the following may be noted as among the more important: The swing bridge over the canal at the upper end of the locks at Port Colborne was improved by the addition of a 5-foot walk, bracketted at the side. Concrete foot-bridges were erected at lock No. 6 on the old canal over the by-pass at Goose Island. Extensive repairs were made to the under-water structures of the old canal as far down as lock No. 3 reach. On the canal feeder the freshet of this spring did great damage at Dunnville and Port Maitland. At Dunnville the long bridge over the dam was practically demolished by a washout and ice-shove. At Port Maitland damage was done to the east pier just north of the elbow, through undermining. It has not as yet been possible to effect extensive repairs in either case.

## PORT COLBORNE ELEVATOR.

The business handled by the elevator during the past year was slightly less than for the 1916 season, the net earnings showing a decrease of \$11,392.57. This may very largely be accounted for by the fact that out-bagging was discontinued at the beginning of September. The contract with M. J. Hogan for repairs to the mooring dock west of the elevator was satisfactorily carried out early in the navigation season.

## WELLAND SHIP CANAL.

On account of war conditions, all construction work on the Ship Canal has been suspended during the past fiscal year. All construction contracts have been cancelled. Some little maintenance work has been necessary, the following being amongst the more important items in it: A row of sheet piling had to be driven on the north side of the core of earth between the lake and lock No. 1 to protect it from further washing away by storms. A slide occurred at Queenstown Road crossing which carried out the east abutment of the bridge and damaged the roadway. It was necessary to divert a portion of the highway and to provide underdrainage by a temporary wooden culvert. Another slide occurred at lock No. 3, which caused considerable trouble for a time. Satisfactory steps, however, were taken to check it. Complete details in regard to the general scheme of the Welland ship canal, and of the various works thus far carried out on it, will be found in the reports of the previous years.

## ST. PETER'S CANAL.

The improvement works begun in 1912, which consisted in the construction of a new lock and entrance at the Atlantic Ocean end of the canal, were completed in November, 1917. The total cost of the work was \$561,880. The new lock is 100 feet longer than the old, and the work generally, as completed, is an immense improvement on the old canal. The work carried out during the past season, which led up to the final completion of the canal, consisted principally



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in the dredging of the Atlantic entrance, the construction of over three hundred feet of concrete wall on the concrete cribs at the west side of the entrance, and a general trimming up of the entire work.

A few words of a general nature in regard to this canal and its history may not be out of place in the present report. The St. Peter's canal, which is about half a mile in length, connects the Atlantic with the Bras d'Or lakes of Cape Breton, N.S. It has one tidal lock 300 feet long and 48 feet wide and a depth of 18 feet of water on the sills at extreme low water. The canal was first opened for navigation in 1869, and has since been three times unwatered to permit of extensive repairs and improvements. It is used largely in connection with coal shipments from Sydney, and in the transportation of farm produce from Prince Edward Island to the interior of Cape Breton.

#### SAULT STE. MARIE CANAL.

During the past season this canal was in operation for a period of 236 days. No accidents occurred, nor was traffic at any time delayed. The volume of traffic passing through the canal showed a slight decrease on that of last year. The work of rebuilding the top of the lower south pier in concrete, which was commenced three years ago, was continued last season, and satisfactory progress made. There remains a length of about 200 feet of pier yet to be rebuilt. No other improvements of importance were carried out.

### RAILWAYS.

#### CAR FERRY TERMINALS—NORTHUMBERLAND STRAIT.

This undertaking, which was completed during the past fiscal year, has comprised the construction of harbour works, landing piers, etc., at Cape Tormentine, New Brunswick, and at Carleton Point, Prince Edward Island, and the building of about 3 miles of Railway connecting the Cape Traverse branch of the Prince Edward Island railway with the Carleton Point terminal. The width of Northumberland Strait, between Cape Tormentine and Carleton Point, is 8 miles. A regular ferry service is now in operation.

#### HUDSON BAY RAILWAY.

During the past year the grading of the entire line from The Pas to Port Nelson was completed. Tracklaying was not continued. The main line track, with necessary sidings for the operation of light traffic, extends as before from The Pas to the second crossing of the Nelson River at Kettle Rapids, a distance of 334 miles. The total distance between The Pas and Port Nelson is 424 miles; there remain, therefore, about 90 miles of line over which track has yet to be laid. A large amount of ballasting was done during the year, and many depressed grades and settlements taken out. The piers and abutments of the Kettle Rapids bridge were completed early in the season, and the steel has since been erected. The painting of the structure will be done next season.

#### HUDSON BAY RAILWAY TERMINUS—PORT NELSON, MAN.

The deep-water development of this harbour, consisting of an artificially constructed island situated near the outer edge of the tidal flats, about two-thirds of a mile from shore, connected with the mainland by a bridge of seventeen spans, has progressed satisfactorily. The island as built is now one-half mile in length and enclosed on all but the deep-water face by timber crib retaining works, and the interior has been partly filled with material dredged from the site of the deep-water wharves and channel. The work has been greatly inter-



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ferred with on account of the war, and as only one ship load of material and supplies was delivered, the latter part of the season's work had to be curtailed.

A length of 2,984 feet of timber cribwork was sunk in place in connection with the island work, of which 2,384 was completed to a height of 23 feet. The cribwork has all been filled and partly back-filled with gravel, rock, and other materials.

One ice-protection crib has been built about a mile above the bridge between the island and the shore, for the purpose of breaking up the ice shove in the spring.

Dredging was continued throughout the season, both in the deep-water channel and above Flamboro Head, where 38,000 yards of gravel and rock were obtained for crib filling.

The last sheet of winter ice in the harbour moved out on the 13th June and, though there was ice about for some time afterwards, navigation began on the 13th June with gasoline boats and on the 19th with steam tugs and other craft. One dredge began work on the 1st of the same month.

The first ice appeared in the harbour on the 11th October, and the last boat was taken out of the water on the 23rd of the same month.

Reduction of forces began in September, and after the first of the year 1918 only about twenty men were retained on the work. These were chiefly engaged in test boring and survey work.

## APPENDIX IV.

**REPORT OF C. N. MONSARRAT, CHAIRMAN AND CHIEF  
ENGINEER, BOARD OF ENGINEERS, QUEBEC  
BRIDGE.**

The status of the work in connection with the construction of the Quebec bridge at the present date, is as follows:—

The work still to be performed at the bridge site is as follows: Completion of the painting; completion of rivetting; completion of concrete sidewalks; completion of handrailing; removal of falsework pedestals, north and south shores; grading and cleaning up around south anchor arm; removal of docks and cribs, north shore; removal of remains of old north main pier; and placing of riprap outside the new north main pier.

The contractor has now 150 men employed on the painting, and it will probably require several months to complete this work. About 100 men are employed on other work on the bridge, and it would appear that some time in the early fall the bridge should be entirely completed and ready to be taken out of the hands of the contractor.

In the office, the staff are engaged in checking up statements of scale weights of all the members that have entered into the construction of the bridge, preparatory to preparing final estimate on the work. They are also engaged in the collection and preparation of all data, plans, etc., for reference at a later date, or for publishing in a final report, if required.



## APPENDIX V.

REPORT OF ALEX. FERGUSON, ENGINEER IN CHARGE OF  
CAPITAL LIFTING RAILS FOR WAR PURPOSES.

On the 21st of May, 1917, instructions were given to proceed with the work of moving track from the roadbeds of the Grand Trunk Pacific and Canadian Northern Railways between Imrie and Resplendent, Alta., in order to provide steel rails for the use of His Majesty's armies in France, as authorized by order in council No. 1395, dated May 18, 1917.

An organization was immediately created, and the work of lifting track and of transforming the two lines into one commenced.

The Grand Trunk Pacific track between Imrie and Leaman Junction, 13.6 miles; between Obed and Pocahontas, 42.25 miles; and between Geikie and Resplendent, 34.8 miles was lifted and the rails and angle bars shipped to Three Rivers for shipment to France.

The Canadian Northern track between Leaman Junction and Obed, 79.9 miles, and between Snaring Junction and Geikie, 22.05 miles, was lifted and the rails relaid on the Grand Trunk Pacific roadbed between Leaman Junction and Obed, and between Snaring Junction and Geikie, thus releasing the Grand Trunk Pacific rails and fastenings for war purposes as required by the order in council.

The track of the Grand Trunk Pacific between Pocahontas and Snaring Junction was lifted and relaid partly with 60-pound steel and partly with 80-pound Canadian Northern steel in order to release the Grand Trunk Pacific steel for shipment to France, and at the same time preserve rail connection with the coal mines at Pocahontas. This portion of the Grand Trunk Pacific line is being operated as a spur and is, as yet, considered merely temporary. A rearrangement of the main lines may be found necessary in the interests of economy.

The first shipment of steel rails for Three Rivers left Edmonton on the 17th of June, 1917, and the last on the 26th of October, 1917. The total shipments amounted to 23,408 gross tons of rails and 1,110 gross tons of anglebars.

During the months of October, November, and December a considerable amount of work was done on the construction of highways between Otley and Carrot Creek and between Peers and Fulstow in order to give the settlers access to the Grand Trunk Pacific line. Before the close of the fiscal year arrangements were made for the completion of these roads and for the construction of a roadway from Rosevear on the Grand Trunk Pacific to Horner.



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## APPENDIX VI.

AGREEMENT FOR THE PURCHASE OF 600,000 SHARES OF THE  
CAPITAL STOCK OF THE CANADIAN NORTHERN RAILWAY.

AGREEMENT made the first day of October, A.D. 1917,

BETWEEN HIS MAJESTY THE KING, represented herein by the Minister of Finance and Receiver General and the Minister of Railways and Canals, acting under the authority of an Order in Council dated the fifteenth day of November, 1917, and herein called "THE GOVERNMENT" or "HIS MAJESTY" of the First Part, and

MACKENZIE, MANN AND COMPANY, LIMITED herein called "the Owners", of the Second Part, and

THE CANADIAN BANK OF COMMERCE herein called "the Pledgees", of the Third Part,—

## WITNESSETH:

1. Under the authority of an Act of Parliament of Canada passed at the last session thereof and assented to on the twentieth day of September, 1917, intituled "An Act providing for the acquisition by His Majesty of the Capital Stock of the Canadian Northern Railway Company", the Government agrees to buy, and the owners agree to sell, all of their holdings in the six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value \$60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares. The price and terms of such purchase and sale are those hereinafter and in the said Act set forth.

2. The price shall be determined in the manner set out in the Act, namely:—

The Governor in Council shall appoint an arbitrator, the owners and the pledgees (being the owners and the pledgees, respectively, of the majority of the said 600,000 shares) shall appoint another, and the two so appointed shall appoint a third, or, failing agreement as to such appointment, the third arbitrator shall be appointed by the judge of the Exchequer Court of Canada. The said arbitrators shall determine the value of the said 600,000 shares as of the date of this agreement, and the said arbitrators shall proceed in a summary way, and may receive with respect thereto such reports and statements authenticated in such way as they may decide and such evidence as they may deem necessary or helpful. They may examine witnesses under oath and hear parties by counsel or representatives. The determination of the arbitrators shall be final if unanimous, but, if not, shall be subject to appeal as in the said Act provided.

In determining the value of the said 600,000 shares, the arbitrators, should they regard it as expedient to take into consideration the reproduction cost of the Canadian Northern Railway System, shall not include therein the increase in value, due to the war, of labour, material, equipment, or of any property.

Should the value of the said 600,000 shares so determined be the sum of \$10,000,000 or more, the price shall be \$10,000,000. Should the value so determined be less than \$10,000,000, the price shall be the value so determined.

3. The amount of the value determined by the arbitrators shall be paid by the Government as follows:—



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Three months after the determination of same and the receipt of the award by the Government; provided that the Government may at any earlier date after such determination pay the whole or such proportion of said price as the Governor in Council may authorize; provided further that there may be deducted from the value of the stock so determined as aforesaid its proportionate share of the amount of any liabilities ascertained by the Government to be outstanding against the Canadian Northern Railway System, or its constituent companies, and undisclosed to, or in excess of the liabilities disclosed to the said arbitrators, apart from ordinary operating liabilities, and apart from liabilities which will be properly chargeable to capital account, unless the corresponding value produced thereby has already been taken into consideration as an asset of the company.

4. The owners covenant with the Government that neither the Canadian Northern Railway Company nor any of its subsidiary or constituent companies will enter into any contract or obligation until the value of said stock is finally determined as aforesaid, except such as may be necessary for the usual and ordinary conduct of the business of the said company, and to be fully performed within six months from the date of any such contract or obligation, unless such contract or obligation is authorized by the Minister of Railways and Canals of Canada.

5. Without delay, after the making of this agreement, at least five-sixths of the said 600,000 shares shall be transferred to the Minister of Finance in trust for His Majesty, free from all liens and charges thereon by the pledgees and free from any other liens, charges and encumbrances thereon.

PROVIDED:—

(A) The necessary qualification shares for the Directors of the said railway company may be transferred to or allowed to remain in their names by the Minister of Finance on such conditions as he may determine, and the same shall be deemed to be part of the said five-sixths, and shall be deemed to be transferred to the Minister of Finance in trust for His Majesty pursuant to this agreement.

(B) Sixteen thousand shares (par value \$1,600,000.00) now held or controlled by the Government of British Columbia as security for the carrying out by the Canadian Northern Pacific Railway Company (Company included in the Canadian Northern Railway System) and the Canadian Northern Railway Company of certain contracts made with said Government, and deposited pursuant to the British Columbia statutes below mentioned, shall be deemed to be transferred to the Minister of Finance in trust for His Majesty pursuant to this agreement when an order or direction to the British Columbia Government, signed by the owners, in form satisfactory to the Minister of Finance, is delivered to him, requiring and directing the said Government to transfer and surrender to the Minister of Finance in trust for His Majesty the said sixteen thousand shares when the terms of the said deposits have been performed by or on behalf of the said companies or otherwise at the discretion of the said Government.

The said shares were deposited as follows:—

(a) 5,000 shares (par value \$500,000) were deposited under chapter 3, B.C. statutes of 1910, clause 7 (n) of the agreement in the schedule to said statute.

(b) 1,000 shares (par value \$100,000) were deposited under chapter 32, B.C. statutes of 1912, section 6 (2).

(c) 10,000 shares (par value \$1,000,000) were deposited under chapter 61, B.C. statutes of 1914, section 5, (2).



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6. It is the intention of the parties that the whole of the said six hundred thousand shares shall be acquired by the Minister of Finance in trust for His Majesty pursuant to the terms of this agreement and of the said Act, and any shares in excess of the said five-sixths which the owners may own or control shall be transferred together with the said five-sixths, or as soon as the owners may be able to do so, but should there be any shares forming part of the said six hundred thousand shares not transferred within such period as the Governor in Council may from time to time fix, the authority conferred by the said Act upon the Governor in Council to declare said shares not so transferred to be the property of the Minister of Finance in trust for His Majesty shall be exercised.

7. There shall be retained by the Government out of the purchase price determined as aforesaid a sum representing the price of such untransferred shares pro-rata as part of the said six hundred thousand shares, and from time to time as any of the said shares may be transferred, or as the Governor in Council shall declare any of the said shares not transferred to be the property of the Minister of Finance in trust for His Majesty as provided in the said Act, the pro-rata price therefor shall be paid by the Government to the owners of said shares so transferred or declared, or to such persons as the said owners may direct.

8. The owners shall at all times, if called upon by the Minister of Finance, assist the Government in making arrangements with the creditors of and those holding claims against the Canadian Northern Railway Company or any company included in the Canadian Northern Railway System for payment or settlement of their claims or for postponing the payment thereof.

9. Should the third arbitrator die, resign, refuse or become incapable of acting, his successor shall be appointed by the remaining two, or, failing agreement as to such appointment, such successor shall be appointed by the judge of the Exchequer Court of Canada. Should either of the two die, resign, refuse or become incapable of acting, his successor shall be appointed without delay by the same party hereto by whom his appointment was made.

10. The arbitrators shall have power to employ such legal, engineering, actuarial or other professional or expert assistance as they may require, and the costs thereof shall be deemed to be part of the costs of the arbitration and shall be fixed by the arbitrators.

11. In case the arbitrators or either of the parties desire that the evidence of any person be taken *de bene esse* or out of Canada, the arbitrators may delegate to any person having local authority to administer oaths the power to take such evidence and transmit it to the arbitrators for use upon the reference.

12. The evidence upon the arbitration shall be taken down in shorthand and transcribed by a competent stenographer, duly sworn for that purpose, who shall be appointed by the arbitrators and whose charges shall be part of the costs of the arbitration.

13. The appointment of arbitrators shall be made and the proceedings by the arbitrators commenced and carried on so that their determination of the value shall be made and announced to the parties on or before the first day of March, 1918, or within such further period as the parties hereto may agree upon.

14. The arbitrators shall have power to correct in their award any clerical mistake or error arising from any accidental slip or omission, at any time within two weeks after delivery thereof.

15. The Third Party in its capacity as pledgee of the stock of the second party, at the request of the second party, hereby approves of and consents to the terms of this agreement.



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16. The costs of the arbitration other than the fees of the arbitrators shall be in the discretion of the arbitrators and may be taxed by such officer as they shall appoint for the purpose.

IN WITNESS WHEREOF the parties hereto have executed this agreement.

SIGNED, SEALED AND  
DELIVERED in the pre-  
sence of

G. A. BELL.

SIGNED, SEALED AND  
DELIVERED in the pre-  
sence of

F. H. PHIPPEN.

SIGNED, SEALED AND  
DELIVERED in the pre-  
sence of

A. J. L. TRIGGE.

T. WHITE,  
*Minister of Finance and  
Receiver General.*

[Seal.]

J. D. REID,  
*Minister of Railways and  
Canals.*

[Seal.]

J. W. PUGSLEY,  
*Secretary.*

MACKENZIE, MANN AND  
COMPANY, LIMITED.  
W. MACKENZIE, *President.*

[Seal.]

R. P. ORMSBY, *Secretary.*

THE CANADIAN BANK OF  
COMMERCE,

[Seal.]

B. E. WALKER, *President.*  
JOHN AIRD, *General Manager.*